

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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FRIDAY, MAY 15, 1903.

五拜禮

號五十月五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,000,000

Head Office—YOKOHAMA.
Branches and Agencies:
TOKYO, KOBE,
NAGASAKI, LONDON,
LYONS, NEW YORK,
SAN FRANCISCO, HONOLULU,
HOMBAI, SHANGHAI,
TIENSIN, NEWCHANG,
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND—
Sterling Reserve.....\$10,000,000 \$15,500,000
Silver Reserve.....\$5,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
E. Goetz, Esq.
G. H. MEDHURST, Esq.
C. Michelat, Esq.
H. Schubert, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 1/2 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 14th May, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1903. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital.....\$1,000,000
Paid up Capital.....\$324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq.
Chow Tung Shing, Esq.
J. Scott Harston, Esq.
J. J. Lau, Esq.

Chief Manager:
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed.....5 %
Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.
BRANCHES: Calcutta, Hankow, Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.
Hongkong, 4th October, 1902. [16]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL.....\$2,000,000
SURPLUS AND UNDIVIDED PROFITS.....\$5,180,000

U.S. Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
FARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VEUZ ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED

On Current Accounts at 2 1/2 per annum.

On Fixed Deposits:
For 3 months 2 1/2 per annum.

" 6 " 3 1/2 " "

" 12 " 4 1/2 " "

E. F. GROS,
Acting Manager.
Hongkong, 1st December, 1902. [17]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in.....Gold \$4,000,000.....\$820,000

Surplus (Reserve) Gold \$4,000,000.....\$820,000

Total.....Gold \$8,000,000.....\$1,640,000

Capital and Surplus authorized, Gold \$10,000,000

=\$2,055,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issue Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4 1/2 per annum.

" 6 " 3 1/2 " "

" 3 " 3 " "

HONGKONG—TEMPORARY OFFICE:
PRINCE'S BUILDINGS,
CHARLES R. SCOTT,
Manager.
Hongkong, 7th April, 1903. [1000]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1895.

Shanghai Tael.

SUBSCRIBED CAPITAL.....5,000,000

PAID-UP CAPITAL.....2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON, PEKING,
CHEFOO, PENANG,
CHINKIANG, SINGAPORE,
CHUNKING, TIENSIN,
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1/2 per Annum Fixed Deposits for 3 months.

" 12 " " " "

" 6 " " " "

" 3 " " " "

E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHAREHOLDERS.....£800,000

RESERVE FUND.....£650,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months.....4 per cent.

" 6 " " " " 3 1/2 "

" 3 " " " " 3 " "

T. P. COCHRANE,
Acting Manager
Hongkong, 2nd June, 1902. [1]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

MOJI and KOBE { NANKIN..... About 18th May } Freight only.

YOKOHAMA, VIA SHANGHAI, MOJI and KOBE { CANTON..... About 20th May } Freight or Passage.

(Passing through the Inland Sea) { C. F. Lockstone, R.N.R. }

LONDON & CO. { BENGAL..... Noon, 23rd May } See Special Advertisement.

SHANGHAI { CHUSAN..... About 23rd May } Freight or Passage.

LONDON and ANTIWERP, VIA MALACCA..... Noon, 29th May } Freight or Passage.

SINGAPORE, PENANG, COLUMBO, PORT SAID and A. F. Street..... May }

MARSEILLES..... May }

For Further Particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, 14th May, 1903

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

ZIETEN..... WEDNESDAY, 27th May.

STUTTGART..... THURSDAY, 11th June.

ROON..... THURSDAY, 25th June.

PREUSSEN..... THURSDAY, 9th July.

HAMBURG..... THURSDAY, 23rd July.

PRINZ HEINRICH..... THURSDAY, 6th August.

SACHSEN..... THURSDAY, 20th August.

KIAUSCHOU..... THURSDAY, 3rd September.

BAVERN..... THURSDAY, 17th September.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 27th day of May, 1903, at NOON, the Steamship "ZIETEN" of the NORDDEUTSCHER LLOYD, Captain B. Wilhelm, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 25th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 26th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS. [563c]

Hongkong, 13th May, 1903.

Intimations.

LANE, CRAWFORD & CO.,

GENTLEMEN'S OUTFITTERS.

Just Received NEW STOCK of Summer Goods.

OXFORD, ZEPHYR AND AERTEX CELLULAR

SHIRTS,

SOCKS, UNDERWEAR, TIES,

LINCOLN AND BENNETTS'

SUN HATS, PANAMA HATS, STRAW HATS,

RAINCOATS, UMBRELLAS,

WATERPROOFS.

LANE, CRAWFORD & CO.

Hongkong, 20th April, 1903. [732c]

GO TO THE KOWLOON HOTEL,

R. F. DALY, Manager.

J. W. OSBORNE, Proprietor.

THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.


For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902. [6199c]

Intimations.

"I hear they want more"



Bovril
fortifies the system.

BOVRIL is an extremely palatable drink, and a stimulant that has no bad after-effects. It is also a replacer of used-up tissue and energy; while it enables the system to endure fatigue and to repel disease.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Koshimoto, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yeshinotani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong.

THE DISTILLERS Co., LIMITED.

WHISKY.

GIN. Per Doz. - \$16.50

"OLD TOM"

"DRY"

Per Doz. - \$9.00

D. C. L.

SOLE AGENTS:

H. PRICE & Co.,

12, Queen's Road.

Hongkong, 26th January, 1903. [952c]

SAINT RAPHAEL WINE



Is prescribed in the most varied forms of anemia and proves particularly efficacious to revive the forces of persons enfeebled by illness or laborious and difficult digestion.

Telephone No. 75.

NO OTHER IS PRESCRIBED IN THE PARIS HOSPITALS.

CALDBECK, MACGREGOR & Co.,

SOLE AGENTS.

16, Queen's Road, Hongkong, 1st May, 1903. [22]

OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE"

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.

POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS.—\$4.00 to \$7.00 per day. \$65 to \$120 per month.

Hongkong, 5th May, 1903.

JAS. D. M. CAMERON, Manager. [1555c]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS, TEL: 56.

For Terms, &c., apply to the

MANAGER.

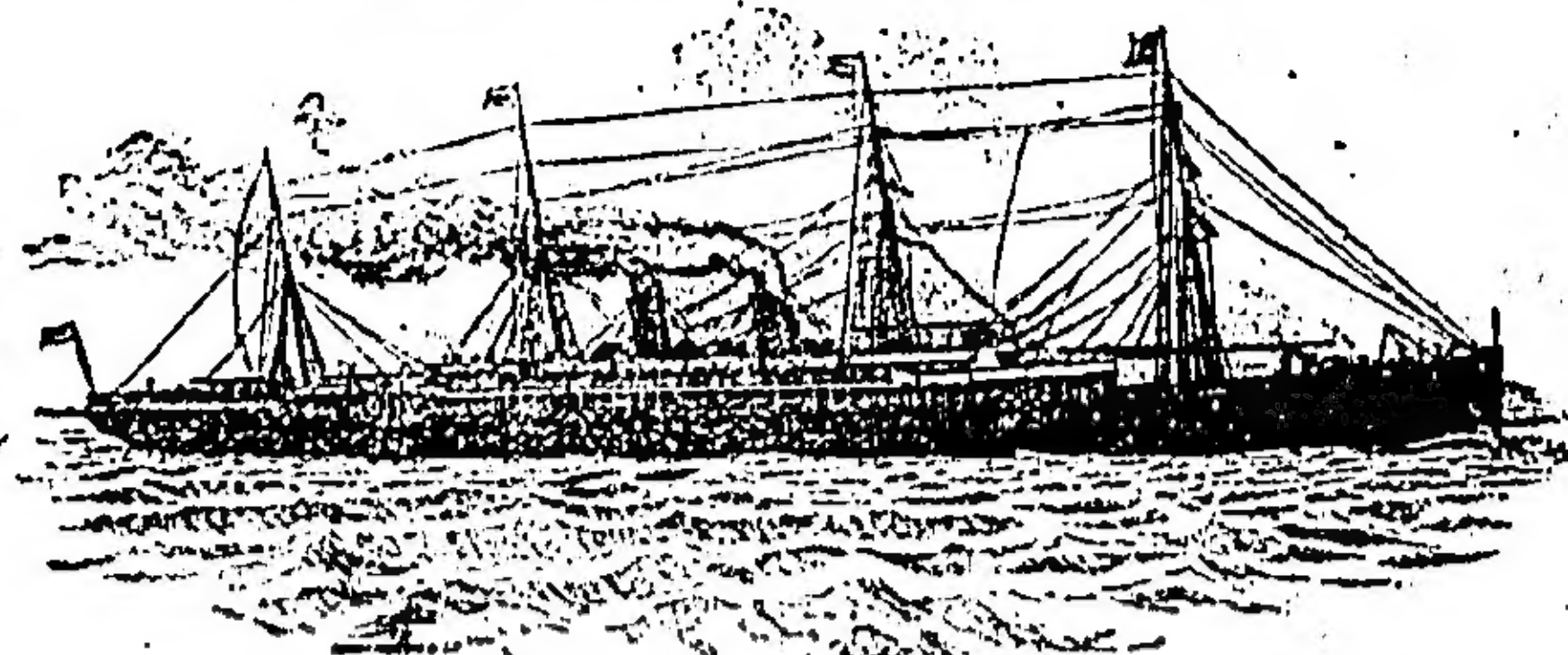
Hongkong, 2nd July, 1900.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [16]

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG. "GAELIC" FRIDAY, 22nd May, at Noon. "HONGKONG MARU" SATURDAY, 30th May, at Noon. "CITY OF PEKING" SATURDAY, 6th June, at Noon. "DOLLO" TUESDAY, 16th June, at Noon. "NIPPON MARU" WEDNESDAY, 23rd June, at Noon. "SIBERIA" THURSDAY, 7th July, at Noon. "COETIC" SATURDAY, 14th July, at Noon. "AMERICA MARU" TUESDAY, 21st July, at Noon. "KOREA" TUESDAY, 28th July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of 44 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railway, to Havana, Trinidad, and Venezuela, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 14th May, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 27th May. "EMPRESS OF CHINA" 6,000 " WEDNESDAY, 3rd June. "EMPRESS OF INDIA" 6,000 " WEDNESDAY, 10th June. "EMPRESS OF JAPAN" 6,000 " WEDNESDAY, 17th June. "TARTAR" 4,425 " WEDNESDAY, 24th June. "EMPRESS OF CHINA" 6,000 " WEDNESDAY, 1st July. "ATHENIAN" 3,882 " WEDNESDAY, 8th July. "EMPRESS OF INDIA" 6,000 " WEDNESDAY, 15th July.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

Hongkong, 13th March, 1903.

D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES. SEGOUA HAVRE, BREMEN and HAMBURG. 2nd June. Freight. Förek (Calling at SINGAPORE and COLOMBO). 16th June. Freight and Passengers. STRASSBURG HAVRE and HAMBURG. 30th June. Freight. Madsen (Calling at SINGAPORE and PENANG). 14th July. Freight. SUEVIA (Calling at SINGAPORE and COLOMBO). 28th July. Freight and Passengers. NURNBERG HAVRE and HAMBURG. 11th August. Freight. WURZBURG (Calling at SINGAPORE and PENANG). 31st May. Freight. v. Linzer (Calling at SINGAPORE and COLOMBO). 11th August. Freight. BADENIA HAVRE and HAMBURG. 31st May. Freight. NUBIA (Calling at SINGAPORE and PENANG). 31st May. Freight. von Hoff NEW YORK VIA PORTS.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 14th May, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons. Captain H. D. Jones. "PO-YAN" 2,138 " " " G. F. Morrison, R.N.R. "FATS-IAN" 2,200 " " " A. W. Dixon. "KIN-KOW" 3,973 " " " C. V. Lloyd. "KIN-SHAN" 2,803 " " " J. J. Louiss. Departures from HONGKONG to CANTON daily at about 7 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and sundays at 6 P.M. only. Departures from CANTON to HONGKONG daily at about 8 A.M. and 5-30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNG-SHAN" 1,998 tons. Captain W. E. Clarke. Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule, Sunday excepted. Do. from Macao to Hongkong daily at about 7-30 A.M.

CANTON-MACAO LINE.

S.S. "LUNG-SHAN" 2,119 tons. Captain T. Hamlin. This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7-30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7-30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD. CANTON-WUCHOW LINE.

S.S. "NANNING" 560 tons. Captain R. D. Thomas. "SAINAM" 588 " " " B. Branch. One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the— HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel. Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD Hongkong, 9th May, 1903.

Antimations.

JUST RECEIVED SHIPMENT

H. J. HEINZ & CO'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER. UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES HEINZ'S APPLE BUTTER HEINZ'S BAKED BEANS cannot be surpassed.

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA (Wholesale dealers only).

Hongkong, 4th May, 1903.

[553c]

FREE BOOK ON NERVE WEAKNESS.

"Health in Nature," Dr. Sanden's valuable treatise on Self-Treatment with Electricity, (without Drugs) sent free to weak men and those suffering from: Nerve and Brain Exhaustion, Sluggish Organs, Indigestion, Constipation, Urinary Weakness, Pain in the Back, Insomnia, Rheumatism, etc. More than 1,000,000 copies sent upon request throughout the world.

Tells all about "Hercules," Dr. Sanden's latest invention for Self-Treatment with Electricity for above ailments; is simple, convenient harmless. Worn about the waist nights, it induces natural, healthy action of the nervous system and organs in general, overcoming results of overwork, indigestion and excess; does it during period of rest, thus conforming with natural law, and without compromising one part in order to stimulate another. Its influence is gradual and without injurious re-action. Invigorates nerve and genital centres, awakens dormant nerves and strengthens relaxed muscles. Not a "cure-all," but a natural self-treatment within logical limits.

With ordinary care will last one year; nothing about it to rust from the damp. If you are weak or otherwise ailing, send for "Health in Nature;" it is free and will interest you, as it has thousands of others. Sent in sealed envelope upon request. Address, mentioning this Paper.

SANDEN ELECTRIC CO., Dept. J.

No. 51, Main Street, Yokohama, Japan.

All orders from Hongkong and vicinity sent free, post paid, via Parcel Post.

[551c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for DR. AUER VON WELSBACH CO., VIENNA, THE INVENTORS OF INCANDESCENT GAS LIGHT, ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece. BEWARE OF INFERIOR IMITATIONS! KRUSE & Co., CONNAUGHT HOUSE.

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR Indigestion, Dyspepsia, Flatulency and Acidity of the Stomach.

VICTORIA DISPENSARY,

2, Late Dakin, Crutchank & Co., Ltd.

Antimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

MEMBERS of the Institution are invited by Mr. E. JOHANNSEN to attend a PRACTICAL DEMONSTRATION of DR. GOLDSCHMIDT'S THERMIT PROCESS (for the Generation of Intense Heat by the Combustion of Aluminium) at Messrs. BAILEY & CO.'S SHIPBUILDING YARD at KOWLOON, TO-MORROW, 16th instant, at 3 o'clock. A Launch will leave BLAKE PIER at 2-30 P.M.

J. F. MILLER, Hon. Sec.

Hongkong, 14th May, 1903.

[580c]

NOTICE.

IT is proposed to hold a MEETING of PROPERTY Owners in the SANITARY BOARD ROOM, on MONDAY, May 18th, at 3 P.M. for the purpose of considering Sections 46 and 134 of Ordinance 1 of 1903.

By Order, G. A. WOODCOCK, Secretary.

Sanitary Board Room, Hongkong, 9th May, 1903.

[572c]

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on TUESDAY, the 19th May, 1903, at 3-30 P.M., at the CHAMBER ROOM, CITY HALL, for the following purposes:—

1. To receive the Report and Accounts for the year ended 31st December, 1902.
2. To pass the proposed New Rules and By-Laws.
3. To transact any other business in accordance with the terms of By-Law V.

By Order, A. R. LOWE, Secretary.

Hongkong, 13th May, 1903.

[578c]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 2, Connaught Road, at NOON, on WEDNESDAY, the 20th May, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1903.

THE TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 20th May, both Days inclusive.

R. J. MACGOWAN, Acting Secretary.

Hongkong, 9th May, 1903.

[568c]

FROZEN FOOD AND FRUITS.

DEPOT No. 3, ICE HOUSE STREET.

Telephone No. 343.

SUPPLIES OF FROZEN AUSTRALIAN PRODUCE are received by the China Navigation Co.'s steamers, including Mutton, Lamb, Pork, Sucking Pigs, Rabbits, Hares, Turkeys, Pork Sausages, Milk (concentrated), Fresh Butter, Cheese, Tinned Sheep and Ox Tongues, Choice Tinned Fruits and Fresh Apples.

Pass Books will be supplied to, and Credit Accounts kept with, well known residents. Price Lists on application.

LAU KUE TONG, Manager.

The Hongkong Frozen Food Supply.

Hongkong, 14th May, 1903.

[579c]

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1903.

[543c]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN

14-H.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty. Hongkong, 22nd September, 1902.

[45]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net (\$5.0) per Cask ex Factory. In Bags of 250 lbs. Net \$3.00 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers. Hongkong, 13th May, 1903.

[19]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR HARTMANN'S RAHTJENS' GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. Hongkong, 14th May, 1903.

[18]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other chemicals. Price \$10.50 per case, of 48 bottles (quarts) or 6 doz. pints. Special Prices for Quantities.

Sole Agents—SIEMSEN & CO. Hongkong, 10th January, 1903.

[504c]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser. 40, QUEEN'S ROAD, Watson's Building.

401

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Building.

Hongkong, 14th March, 1903.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES and SPYGLASSES, Nos. 24 & 26, Queen's Road Central.

149

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT PAINTER, ETC.

PHOTOGRAPHY in all its Branches. Groups and Interiors a Specialty. Large Selection of Views.

TOP STORIES, 41 and 43, QUEEN'S ROAD, CENTRAL, HONGKONG.

Hongkong, 20th December, 1902.

[1399d]

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 18th day of May, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 21 Years.

PARTICULARS OF THE LOT.

No. of Sub-Registry No.	LOCALITY.	Boundary Measurements.	Area in Acres.	Annual Rent.	Upset Price.
1	1	1	1	1	1
2	2	2	2	2	2
3	3	3	3	3	3
4	4	4	4	4	4
5	5	5	5	5	5
6	6	6	6	6	6
7	7	7	7	7	7
8	8	8	8	8	8
9	9	9	9	9	9
10	10	10	10	10	10

Hongkong, 9th May, 1903.

[569c]

For Sale.

FOR SALE.

A COPY of the "ENCYCLOPEDIA BRITANNICA," (The "Times" reprint). In 25 large quarto volumes: half Morocco binding, complete with Bookcase. Perfectly new and in A1 condition.

The Standard Work of Reference in the English Language.

An Adornment to any Library.

Apply to
LIBRARY,
C/o Hongkong Telegraph Office,
Hongkong, 6th May, 1903. [556c]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 18th May, 1903. [25]

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"KOREA,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 18th instant will be subject to rent.

All Claims must be sent in to me on or before the 28th instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN,
Agent.
Hongkong, 11th May, 1903. [1]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 19th instant will be subject to rent.

All Claims must be sent in to me on or before the 22nd instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN,
Agent.
Hongkong, 12th May, 1903. [1]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 15th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 13th May, 1903. [577c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 14th May, 1903. [574d]

Masonic.

PERSEVERANCE LODGE OF

HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held at the FREE-MASONS HALL, Zealand Street, TO-MORROW, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 12th May, 1903. [575c]

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG

李廣隆

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE

at

No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. writes follows:—"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 20th December, 1902. [1450d]

WAI YUNG

PHOTOGRAPHER,

No. 1, D'AGUIAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL STYLES, ENLARGEMENTS.

VIEWS ALWAYS ON HAND

TERMS MODERATE.

Hongkong, 10th December, 1902. [1303d]

LEE LOONG.

DEALER IN

Furniture, Blackwood, Plated Glass, Crockery Ware, Brass and Iron

Bedsteads and Rattan Sofas for whole set.

JUST ARRIVED.

Nos. 1 & 3, D'AGUIAR STREET.

Behind Hongkong Dispensary.

Hongkong, 1st May, 1903. [1404d]

WING HING,

WHOLESALE AND RETAIL

DEALER IN

PORCELAIN AND EARTHEN

WARES,

OF EVERY DESCRIPTION AT

MODERATE PRICE.

No. 70, QUEEN'S ROAD CENTRAL.

(Established in 1885.)

Hongkong, 4th May, 1903. [552c]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 26, Leighton Road Central.

Hongkong, 9th February, 1903. [127c]

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,

50, Queen's Road, Central.

Hongkong, 28th November, 1902. [1299d]

Relieves the swelling pain at once and

CURES

all discharges from the genital

urinary organs in either

sex in

40 HOURS

is a

specific

for

Cystitis

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and

Intimations.

THE ROBINSON PIANO Co., LTD.

BARGAINS IN PIANOS

RETURNED FROM HIRE AND THE PROPERTY OF GENTLEMEN LEAVING THE COLONY.

WERNER \$450

BORD 285

SCHIEDMEYER 250

NEEDHAM 380

DORNER 375

R. P. CO., LTD. 350

R. P. CO., LTD. 300

CHAPPELL 225

RONISCH 400

H. & MULLER (SEMI-GRAND) 350

RACHALS 700

and

SEVERAL OTHERS

all made for the Climate with full Iron

Frames and in Good Order.

CASH OR MONTHLY PAYMENTS.

Hongkong, 1st May, 1903. [415c]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order,

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,

A.M.E.E. C.E.

Manager.

Hongkong, 1st April, 1903. [59]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week \$ 2.85

One month 7.20

Two months 13.00

Three 20.00

Six 37.50

Twelve 73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts 5 per cent.

6 " 10 "

12 " 25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements

can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES,

PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESSES,

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

WAKASA MARU MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID SATURDAY, 16th May, at Daylight.

IVO MARU* VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA TUESDAY, 19th May, at 4 P.M.

KUMANO MARU NAGASAKI, KOBE and YOKOHAMA WEDNESDAY, 20th May, at Noon.

KASUGA MARU SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE WEDNESDAY, 20th May, at 4 P.M.

BINGO MARU KOBE and YOKOHAMA FRIDAY, 22nd May, at Daylight.

IDZUMI MARU KOBE FRIDAY, 22nd May, at Noon.

KANAGAWA MARU MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID SATURDAY, 30th May, at Daylight.

AKI MARU* VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA TUESDAY, 2nd June, at 4 P.M.

KAGOSHIMA MARU BOMBAY, VIA SINGAPORE and COLOMBO TUESDAY, 2nd June, at Noon.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

THE Beer to drink in the tropics is the Best
made in the tropics—**SAN MIGUEL**

has also been forwarded by the Governor signed not only by Europeans and those in receipt of salaries whose homes are in countries with gold standards such as India and Ceylon, but also by a number of wealthy and influential Chinese, the revenue farmers, shipmasters, bankers, merchants and landowners. The petitioners, without expressing any views as to the sterling value to be given to the dollar, express the opinion that it is extremely desirable that the legal currency of the Colony and of the Federated Malay States should have a fixed relative value to the British sterling sovereign. The petition represents that violent fluctuations in exchange are very detrimental to the general interests of the Colony, that even if the contention that a dollar of low value stimulates a portion of the trade of the Colony be granted, it must without doubt be admitted that there are numerous interests which have been prejudicially affected by the severe fall in silver which has recently taken place, and that it is the opinion of those of the petitioners, who desire a dollar of low value, that there must be some point at which the advantages derived from low exchange become distinct disadvantages, and that this point has been passed.

37. The Singapore and Penang Chambers of Commerce and the Municipality of Singapore favour a gold standard. In regard to the Federated Malay States opinion seems more divided. It is stated in the Governor's telegram of the 25th of December that the planters favour a gold standard and the Perak miners also. Other miners in the Federated Malay States prefer the existing silver standard of value. A petition, very numerous, signed by all the principal Penang Asiatic traders, asks for a gold standard. A numerous signed petition in favour of a silver standard has been received by the Governor from Singapore, the signatures being almost exclusively Chinese.

38. It is a matter of course that the immense majority of the people concerned in this inquiry are unable to support any opinion on the complicated question of the best standard of value by reasons which would stand examination. The fact remains that the majority of those able to form an opinion appear to be in favour of a change to a gold standard, the chief exceptions being the banking community and the mining community. The latter, if we except those in receipt of money wages, have probably been the principal gainers from the continuous decline in the gold value of the dollar.

39. There is no question that the Straits Settlements and the adjoining Malay States have prospered under a silver standard. Trade has grown largely. The values of the imports and exports and the growth of trade during the last twenty years are shown in the following figures:—

STRAITS SETTLEMENTS			
Imports.	Dollars.	Exports.	Dollars.
1881.....	84,599,397	77,025,062	
1891.....	135,886,217	125,805,772	
1901.....	310,381,094	266,553,270	
FEDERATED MALAY STATES.			
Imports.	Dollars.	Exports.	Dollars.
1882.....	5,669,078	5,538,041	
1892.....	19,161,159	22,662,359	
1901.....	39,524,603	63,107,177	

These valuations are in silver, but even if the imports and exports for these years be valued in gold the increase is very great. Prosperity is everywhere apparent.

40. It is contended that there would have been the same or greater growth of trade and prosperity if a gold standard had been in existence for the last ten years. However that may be, we are of opinion that there must be a point at which the advantages said to be derived from a low or falling exchange cease, and distinct disadvantages are experienced. As the dollar has now fallen in value from 4s. 2d. to about 1s. 7d., the time has come at which those interests which have continuously suffered from the fall may fairly claim to be protected from further loss, unless it should appear that the disadvantages of adopting the necessary remedial measures would outweigh the benefits to be derived therefrom.

41. Fluctuation in exchange is undoubtedly a grave disadvantage to the community generally. It introduces an element of speculation which constantly interferes with legitimate business. The introduction of a gold standard will not do away with this evil, but will transfer it from the trade with gold countries to the trade with silver countries. The trade with gold countries, however, is much larger than that with silver countries, as will be seen from the figures supplied by the Singapore Chamber of Commerce (Appendix 18 (12)). The disproportion in favour of trade with gold countries will be increased by the recent addition of Siam to the list of gold countries, and the probable addition in the near future of the Philippines. The same course may be followed in other countries with which the Straits are in commercial relations, and which now employ the silver standard, but we see no prospect of any such change being made in China; and the places immediately adjoining the country, which depend largely for their prosperity on their trade with it, will consequently have a strong inducement to maintain the same standard of value.

42. Although the aggregate of the trade with China and other silver-using countries is smaller in amount than that with gold countries, it has been represented to us that the number of transactions with the silver-using countries is larger, and that although the existing evils might be transferred to a different class of operations by the adoption of a gold standard, their magnitude would not really be reduced.

43. An important consideration is the difficulty under present conditions of obtaining capital from gold countries. The Straits Government

have now no debts, and the Federated Malay States have no external debt. We understand, however, that the Straits Government are contemplating the raising of loans for important public works. This capital cannot be found locally except at high rates of interest, and if a gold loan be raised in London, a fall in exchange may impose an additional burden on the Straits Government, both as regards payment of interest and repayment of capital. The same difficulty will be found by the Municipality of Singapore who are about to raise a loan of some £250,000. With rapidly developing countries such as the Straits and the Malay States, it is highly desirable to encourage the investment of European capital, and the absence of facility of exchange with Western countries undoubtedly discourages such investment, and may also tend to exclude British and other European traders.

44. The gold obligations of the Government are heavy in connection with the pay of their staff. They have now placed all the higher officials on sterling salaries. The pensions of retired officers involve a further gold obligation.

45. The recent fall in the gold value of silver, not only aggravates the previously existing difficulties but may give rise to further difficulties of the same class both in the case of the Straits Government and of private persons. As to the future gold value of silver we are unwilling to express any opinion. The evidence given before us by Mr. Poxley is interesting and shows that there are no reasons to anticipate a further immediate fall of any magnitude. Other witnesses have expressed the same opinion and, as it appears to us, on good grounds. But a very similar state of matters in the past has, not unfrequently, been followed by further and unexpected falls in gold value, and the future must be admitted to be quite uncertain.

46. It has been argued, that, as the Straits is a collecting and distributing centre for purposes of trade, and as many of the countries with which it has commercial relations have hitherto had a silver standard and have used the same coins, the adoption of a gold standard may seriously affect its prosperity. We are not prepared to say that there is no force in this argument, but we think that too great weight may easily be attached to it. Singapore is a great centre of trade by reason of its natural advantages, and its freedom from customs duties. In these respects the adoption of a gold standard will not make any change.

47. In trade between silver countries and gold countries the difficulties of a fluctuating exchange must be encountered at some stage and the evidence before us justifies the belief that the Chinese merchants who chiefly manage the trade between the Straits and the adjoining silver-using countries are as well fitted to deal with difficulties of that nature as merchants of any other nationality. Moreover, in any case where the countries adjoining the Straits Settlements; now use, or may hereafter adopt, a gold standard the difficulties of a fluctuating exchange so far as they arise from a difference of standard will be not transferred but wholly removed.

48. Our attention has also been called to the probable further fall in the value of silver which may follow the adoption of a gold standard by the Straits Settlements. We do not think that such a change would in itself have any considerable effect on the price of silver, but it would undoubtedly have some weight in inducing other countries to follow the same course and the cumulative effect of such changes might be considerable. On the other hand it can hardly be expected that the Straits Settlements, if it should appear advantageous to adopt the gold standard, should sacrifice their own interests out of consideration for other countries.

49. There is a further objection to the establishment of a gold standard in the Straits Settlements which applies also to other Eastern countries such as India, Java, Siam and the Philippines. In such countries, although the standard may be gold, the coins in actual use must continue, for an indefinite period, to be mainly silver coins, and such coins must be of unlimited legal tender. With a sufficient gold reserve these coins can be maintained at their legal value, so long as a settled Government exists which is able to enforce its laws. If the Government were destroyed and anarchy prevailed in any of these countries the gold standard would disappear, and the holders of the overvalued silver coins would suffer serious loss. The contingency is a remote one and we do not think that in the case of the Straits Settlements greater weight need be attached to this objection than in the case of India, Java or any other Eastern country under a civilized Government.

50. It will be seen that, apart altogether from the question of practicability, there are arguments both for and against the expediency of establishing a gold standard in the Straits Settlements. We have tried to set out these arguments with impartiality, and while we do not think a gold standard should be pressed on the Straits Settlements against the wishes of the Government and the people, we are equally of opinion that no objection should be raised on the part of His Majesty's Government to the principle of the change, if the Government of the Straits Settlements, after considering all sides of the question, should decide finally in favour of an alteration from the silver to gold standard.

PRACTICABILITY OF A CHANGE.

51. If it is decided that the gold standard ought to be substituted in the Straits for the present silver standard we are of opinion that such a change is practicable. Special difficulties are no doubt presented by the fact that at present the countries in question do not make use of standard coins which are peculiar to them. They employ the British and Mexican dollars which are current in the East generally, of which enormous quantities exist, and which

may be indefinitely increased in number. Under these conditions it appears to us to be an indispensable part of any scheme for the establishment of a gold standard that there should be substituted for the Mexican and British dollars now in use a currency special to the Straits Settlements and under the control of its Government, unless it should be decided to make use of the Indian rupee in somewhat the same manner as is followed in Ceylon and Mauritius.

52. The extension of the currency of India to the Straits Settlements was advocated by five of the members of the Committee appointed in the Colony in 1893, and it has been advocated by others. Supposing that the Government of India would consent to such an extension of its currency—and we assume that in this matter the Government of India would be consulted—we should still consider that the balance of advantage is against the proposal. It could scarcely be expected that the Indian Government would, except possibly for the initial supply, issue rupees to the Straits on more favourable terms than to others, i.e., at the rate of 15 rupees to the pound sterling. If therefore the Government of India did not make special arrangements the cost to the community would be just the same as if 15 rupees were actually worth a sovereign. In any case the Indian Government should, we think, enjoy the profit on future issues of rupees and in return they would of course be responsible for maintaining the gold value of the rupees supplied, as at present.

53. There would be much inconvenience in placing the currency and the system of accounts in the Straits on a rupee basis. The East India Company in 1855 adopted measures for forcing the rupee (which had previously been legal tender) into general circulation in the Straits and making it the only legal tender. Great inconvenience was experienced and public demonstrations took place, resulting in the project being countermanded. The dollar continued in general circulation without being legal tender, and Sir Hercules Robinson in 1855 pointed out the absurdities of a system by which rupees were used for Government accounts, whilst the real monetary transactions of both the Government and the public were conducted in dollars. We do not think that the community would take to the rupee much more kindly now than they have done in the past, and if the dollar and cents system is continued, as we recommend, it is obviously more convenient that rupees should not be in circulation and that the dollar should bear a fixed ratio to the sovereign, and should not be quoted in terms of the rupee.

54. If the cost of a change to gold standard is to be faced we consider it advisable that the Straits Government should maintain a gold standard themselves, incurring the initial cost and receiving any profit which may ultimately ensue from their own currency. We believe that the flourishing condition of the Settlements and the Malay States, and the profit on overvalued coins will, with careful management enable them to maintain it. It is true that the trade returns (see Appendix 18 (12), Return No. 19), show a large excess of imports over exports in the case of the Settlements; but it is agreed that these returns are only partial, and we do not believe that there is anything in the trade balance of the Colony to make the maintenance of a gold standard specially difficult.

55. There are various methods which might be adopted for the establishment of an independent gold standard in the Straits Settlements. The first which we wish to mention is that of which the leading idea originated with a Sub-Committee of the Singapore Chamber of Commerce, and is explained in its Report of 6th November, 1897. Under that proposal the Straits Government would obtain a supply of notes of small denominations, especially of one dollar notes. This supply would require to be amply sufficient to cover the whole number of Mexican and British dollars circulating in the area of the Colony and the Malay States in which it is proposed to establish the gold standard. The object of obtaining these notes would be temporarily to substitute them for the Mexican and British dollars as the currency of the country, and, later on, to exchange these notes for coins of a new currency special to the Straits and issued on a gold basis. We have considered the details of the measures by which this could be carried out, but as, for reasons given below, we do not see our way to recommending the plan, we have not thought it necessary to include them in this Report.

56. If the procedure above indicated could be successfully followed the question of introducing a gold standard into the Straits Settlements would be solved in the speediest way, and solved in a form which would not impose any cost on the Government. But the question whether the general population would quietly accept notes for coin throughout the country is one in regard to which we feel great doubt. From what is known of India we have no hesitation in saying that no such plan could have been or could be adopted in that country, and although the proposal was made by a Sub-Committee of the Singapore Chamber of Commerce, and is supported by other persons who have practical experience of the country, we consider that the risk of its failure owing to the possible suspicion and opposition on the part of the general native population is so great that on the evidence before us we cannot recommend its adoption.

57. The plan which we recommend is gradually to introduce a special Straits dollar of the same weight and fineness as the British dollar at present current in the East to be substituted for the Mexican and British dollars, the latter dollars being demonetized as soon as the supply of new dollars is sufficient to permit of this being done with safety. Under this plan it will be necessary for the Straits to

obtain a considerable supply of the new dollars, and as soon as this is received, the new dollars should be made full legal tender concurrently with the Mexican and British dollars, and steps should be taken to put them into circulation. The first supply of new dollars might be obtained (with the consent of the Indian Government) by remitting to one of the Indian Mints a portion of the coin reserve of the Currency Commissioners to be melted down and converted into the new Straits dollars, and this process might be continued until practically the whole of the coin reserve is converted into new dollars. If it was found that this was a slower process than was desirable the Government could consider the expediency of purchasing silver for coining purposes.

58. Simultaneously with the arrival of the first supply of the new dollars, and with the making of them legal tender, the import of Mexican and British dollars should be temporarily prohibited and export of the dollars should also be prohibited. As there is ordinarily a large import of Mexican and British dollars into the Straits, and subsequent export of them, we think it likely that when their import is prohibited there would be a tendency towards a considerable drain of these coins from the Straits Settlements, and if the new dollars are freely supplied, the change of currency might be completed without any great delay.

59. When the currency is so largely composed of the new dollars as to justify the measure, the Mexican and British dollars should be finally demonetized and the Straits Settlements would then be in the position in which India was when the change of standard was undertaken in that country, with, however, the very important advantage that there would not be an enormous proportion of the new coins either hoarded or circulating in foreign countries, which might, by being thrown into circulation, indefinitely delay the establishment of the gold standard.

60. After the Straits Settlements had arrived at this stage, the procedure might be exactly the same as it was in the case of India, i.e., after sufficient Straits dollars had been coined to meet the requirements of business in the Colony and the adjoining States, the coinage of dollars would cease until the exchange value of the dollar had reached whatever value in relation to the sovereign might be decided on by the Government as the future value of the Straits dollar. After this stage is reached the Straits Government would issue the new dollars in exchange for gold, and at the fixed rate.

61. When the gold standard is established, it would not be indispensable that any gold coins should be made legal tender in the Colony and the States. But the Government should be prepared not only to give in exchange for a sovereign such number of dollars as are hereafter declared equivalent to a sovereign, but also to give sovereigns in exchange for dollars at the same rate so long as gold is available, or to give bills on the Crown Agents in London based on the fixed rate of exchange.

62. The above method would be rather slow in operation and would involve some, though not very great, expenditure, but it would be a perfectly safe, and, we believe, sure method of establishing a gold standard involving no risk and creating the minimum of disturbance, while we do not anticipate that any very serious delay would occur before the gold standard became effective. If the time within which the gold standard becomes effective is unduly prolonged, the matter might be expedited by establishing a gold reserve, and in any case we think that the profit made on the coinage of dollars after the establishment of a gold standard should be set aside as a gold reserve, the whole or any portion of it being, if thought desirable, invested in gold securities.

63. There remain two matters on which we think it expedient to offer some observations. It has been represented to us that the trade of the Straits Settlements is accompanied and facilitated by a large import and re-export of silver dollars, and it is feared that that trade might be injured if either the import of Mexican and British dollars were prohibited, or if Mexican and British dollars ceased to be the legal currency. As regards this matter we desire to point out the prohibition of the import of Mexican and British dollars would only be a temporary measure and that simultaneously the exchange of the new special Straits dollar for the existing currency would provide a supply of Mexican and British dollars more than sufficient to meet the wants of trade, while after the completion of the exchange, and on the demonetisation of the British and Mexican dollar, the prohibition of importation would be withdrawn and Mexican and British dollars might continue to be imported and exported as merchandise in any quantities that the trade of the Straits Settlements with foreign countries might require. To allay possible apprehension, however, it might be well to provide when the general import of Mexican and British dollars is prohibited that such dollars might be imported for purposes of re-export with the sanction in each case of the Straits Government and on such conditions as that Government might prescribe.

64. A large amount of subsidiary silver coins has been issued in the Straits, and a portion of it, approximately estimated by the Colonial Treasurer at 300,000 dollars, is in circulation outside the Straits Settlements, the Federated Malay States and Johore. Some, if not all, of these coins will be returned to the Straits Settlements when a gold standard is established. But we do not anticipate any serious trouble from this cause. If they are returned and put into circulation in such quantities as do not cause the subsidiary coinage to fall below its face value no harm will be done, and if the subsidiary coinage falls below its face value the tendency of such coin to

return would be checked. Under the most unfavourable circumstances the difficulty could be met by the Straits Government withdrawing a portion of the subsidiary coins.

65. Before closing this Report, we desire to express our high appreciation of the able and willing assistance which the Secretary, Mr. A. E. Collins, has rendered throughout the inquiry.

D. BARBOUR,
WM. ADAMSON,
GEORGE W. JOHNSON.

A. E. COLLINS, Secretary.
17th March, 1903.

HONGKONG CHAMBER OF COMMERCE.

ANNUAL REPORT.

The report of the General Committee of the Hongkong General Chamber of Commerce, for the year ending 31st December last, for presentation to the members at the annual meeting fixed for Tuesday next is as follows:—

A great variety of subjects have engaged the attention of your Committee during the past year with satisfactory results in most cases.

PROPOSAL TO AMEND THE LAW RELATING TO EMPLOYERS AND SERVANTS.

It was brought to the notice of the Committee in June last that under the then existing law there were no effectual regulations to stop the increasing practice of Chinese employees leaving their employment without notice, thereby causing loss and inconvenience to the employer against whom it was easy for an employee to recover damages for a similar fault on the master's part. Representations were made to the Government with a view to remedial legislation being enacted, and the Committee are of opinion that the Employers and Servants Ordinance, No. 45 of 1902, will go far to meet the evil complained of.

ABSCONDING CHINESE DEBTORS.

A case of considerable importance to Hongkong's trade with China was brought to the notice of the Committee by Messrs. Mounsey & Brutton, solicitors. It appears that the Wo Shing firm of Canton were in the habit of repaying to Hongkong and buying goods on credit from Fuk Tai firm of Hongkong amongst others, which debts were not paid, and that the office of the debtors in Hongkong was closed and the person in charge went to Canton after demand for the debt had been made, but before the issue of the writ of summons. The debt was admitted and judgment was obtained for \$5,353.61 in the Supreme Court here.

The plaintiff's solicitors requested H.B.M.'s Consul-General in Canton to act in concert with the Chinese authorities in Canton to enable the judgment debt to be satisfied. The Consul-General was, however, of opinion that this was not a case of "absconding" as defined by Article 23 of the Tientsin Treaty, and advised an action being taken by plaintiffs in person in the Chinese Courts.

Article 23 above referred to reads as follows:— "Should natives of China who may repair to Hongkong to trade incur debts there, the recovery of such debts must be arranged for by the English Court of Justice on the spot; but should the Chinese debtor abscond, and be known to have property real or personal within the Chinese territory, it shall be the duty of the Chinese authorities on application by, and in concert with, the British Consul, to do their utmost to see justice done between the parties."

The defendants had property in Canton and, through their absconding, the judgment of the Hongkong Court was set at defiance. The Committee advised the plaintiffs to represent the matter to the Government and they were informed that His Excellency the Governor could not see his way to take any action in the matter as suggested.

The Committee do not agree with the decision of Mr. Consul-General Scott, and they may decide later to represent the matter to H.M.'s Minister at Peking.

DISINFESTATION OF VESSELS AND DESTRUCTION OF RATS BY CLAYTON'S PROCESS.

Rats Ordinance, 1902.

The Government requested the opinion of the Chamber as to the desirability of using Clayton's process of pumping S.O.2 gas into the holds of ships for the destruction of rats. Your Committee were adverse to the employment of this process on the ground that the use of the apparatus would involve the detention of steamers and consequent heavy expense, and also because in most cases vessels calling here usually have large quantities of cargo on board for ports beyond Hongkong, and it would not, therefore, be practicable.

The Government drew the attention of the Chamber to the regulations drawn under section 3 of the Rats Ordinance of 1902 with a view to the shipping interests of the port being fully informed on the subject. These regulations are to be found on page 334 of the *Gazette* of the 15th March, 1903, and apply to all ships not propelled by oars except junks and lorchaes not propelled by steam. There are also provisions to prevent rats from entering buildings to which the attention of property owners is drawn.

REGISTRATION OF JUNKS UNDER FOREIGN FLAGS TO EVADE PAYMENT OF "CHING-FEI" LEVIED BY VICEROY OF THE TWO KWANG.

The attention of the Government was drawn to the fact that junk owners were evading payment of this tax to the Imperial Maritime Customs at the Taishan Custom House at the entrance to the Canton River by resorting to the protection of foreign flags and producing documents stamped with the seal of the German and American Consuls authorising their respective flags to be used, and in virtue thereof, evade the tax in question. It was pointed out that British merchants and traders were precluded by the Shipping Regulations from

attempting to make use of the British flag for the same purpose, and that it was a scandal that foreign merchants enjoying the hospitality of the Colony should so abuse it as to use their flag as a means whereby to secure an unlawful advantage over their competitors in business. The Government agreed with the opinion expressed by the Committee, and there is reason to believe that means have been adopted to discourage the practice complained of.

INCREASE OF TAXATION ON OPIUM AT CANTON.

A very serious attempt on the part of the Chinese authorities at Canton and Swatow was made to put a further heavy tax on opium in addition to those already provided for by the Chefoo Convention. An office for the collection of the new tax of Tls. 11.20 per chest was opened in Canton on 5th July last, the effect of which was to stop shipments in transit and all imports of the foreign drug for some time. A similar state of affairs existed at Swatow.

Your Committee took energetic measures to protest against this exaction, which would have fallen almost entirely on the imported opium as, although the extra duty was to be payable both on the native and imported article, the former would escape much of the duty, as at present happens. It was pointed out to H.B.M.'s Minister at Peking that smuggling would certainly be again resorted to in view of the greatly enhanced cost of the article, and the proposal to double the imports on foreign opium was a poor return for the consideration shown by the British Government to China in helping her to collect the opium taxes. It was suggested that the Provincial share of the indemnity due to the Foreign Powers might easily be met by increasing the duty on the native product, and, by strictly enforcing the same, a large revenue would be assured and a vast contraband trade brought under control.

This matter was referred to the Home Authorities, and in December last, after negotiations extending over seven months, the final abolition of the new tax was accomplished. The Committee desire to place on record their appreciation of the energetic manner in which Sir Ernest Satow and Mr. Consul-General Scott brought this matter to a satisfactory conclusion.

PROPOSED FAST ATLANTIC SERVICE BY THE C. P. R. CO.

It came to the knowledge of the Committee in September last that negotiations were pending between the C. P. R. Co. and the Imperial and Dominion Governments, with a view to the inauguration of a fast Atlantic Service which, if successful, would in all probability be followed by a faster train service across Canada and quicker steamers to the Far East. As this proposal would have the effect of reducing the delivery of the mails from London, via Canada, to about 25 days, the following resolution was passed and forwarded to the Government for transmission to the proper authorities:—

"That this Chamber strongly endorses the necessity for a fast and reliable Atlantic service being inaugurated in connection with the present excellent service between China, Japan and Canada, and being of opinion, judging by the regularity, despatch and reliability of the Canadian Pacific Railway Co.'s present Pacific service, that an equally satisfactory Atlantic service would be provided on the improved conditions stated above, hereby recommends that the contract for such a mail and passenger service be accordingly entrusted to the Canadian Pacific Railway Co., and that a copy of this resolution be mailed to the Postmasters General at London, England, and Ottawa, Canada."

FRENCH TARIFF AND HONGKONG PRODUCE. Since 1900 further correspondence has taken place during the year, and it is satisfactory to notice that this Colony has been placed in the same footing in this respect with the Straits Settlements and Federated Malay States as the result of further negotiations between the Home Governments.

CHINESE EMIGRATION ORDINANCE, 1901.

The Chinese boarding house keepers petitioned the Government in July last against the onerous conditions contained in this Ordinance, and sought the assistance of the Chamber on the ground that the shipping interests of the Colony might suffer through the probable driving away of the coolie emigration business to neighbouring ports. The Committee did not think it advisable to protest against the clauses of the Ordinance regulating the amount of the security to be found by the holders of boarding house licences, but agreed to represent to the Government the advisability of curtailing the 48 hours during which emigrants were obliged to remain in the boarding houses, more especially as regards male emigrants over 16 years of age. The Government were approached on the subject, and it was suggested that the time should be reduced to 24 hours. However, the Government would not agree to this suggestion—and the Committee were surprised to learn that the petitioners had intimated that they no longer desired the curtailment of the 48 hours rule laid down in the Ordinance.

COLLISIONS BETWEEN JUNKS AND STEAMERS.

In 1901 representations were made to the Government on the subject of regulating sailing craft in the harbour in order to prevent the dangerous custom of sailing craft crossing the bows of steamers. Endeavours were made to get a similar regulation in Hongkong to that enforced at Singapore, but without success. However, in 1902 this subject was pursued and met with better success at the hands of the Government, the result being the passing of the Junk's (Collision) Ordinance, No. 39 of 1901, which practically places junks and steamers, on the high seas only, on the same footing, between sunset and sunrise, as regards lights. The Committee regard this Ordinance as merely a step in advance, and further repre-

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sentations are to be made with the object of endeavouring to put a stop to the speculative actions brought by owners of junks for excessive collision damages, in the hope that, on account of the necessary expense entailed on the defendant steamship owner in order to successfully defend the action in the Hong Kong Courts, he (the steamship owner) will prefer to settle the matter out of Court. The Committee consider that it is only reasonable to require the plaintiff to bring his action within a reasonable time after the collision and to furnish security for defendant's costs unless able to produce evidence that he is resident in the Colony and possessed of property within the jurisdiction of the Court.

CABLE RATES.

The hope entertained in the last report that the reductions in the rates between Europe and India and the Strait might be extended to the Far East has not been realized, but on the contrary the rates in exchange have enabled the Joint Telegraph Administration to increase the rates payable in Hongkong by 25 per cent. The chairman's remark at the last annual meeting that the unfair discrimination between India and the Far East (regarding reduced tariffs) is probably due to the influence of the Great Northern Company, was taken exception to by the Cable Companies, who maintain that this is not correct and that, as the reduction of the tariff is dependent on the co-operation of so many different administrations, it cannot be arranged before the International Telegraph Conference in London in May, 1903. Through the influence of Lord Carson, the Cable Companies were obliged to reduce the tariff to India in 1902, and it was pointed out to them that if they desired to extend the reduced rates to the Far East, the difficulties in the way could be easily overcome.

The report of the Inter-Departmental Committee on Cable Communications stated that, with the exception of those to the Gold Coast and Nigeria, existing rates were not excessive but in view of the reduction in the Indian rates after its issue, your Committee addressed the London Chamber of Commerce, on the subject of the reduction of rates, and the manner in which the monopoly enjoyed in Hongkong by the Joint Telegraph Administration had been brought about, with the idea of obtaining some remedy of the position of affairs by strong representations of that Chamber in the proper quarters.

The Committee hope that their representation will not be without effect at the forthcoming Conference in May next.

CONNECTION OF HONGKONG AND SWATOW BY CABLE.

An application having been made by the Swatow merchants to the E. F. A. & C. T. Co., Ltd., to connect Swatow with Hongkong by cable, the Committee were asked to represent the advisability of the proposal to H. B. M.'s Minister at Peking with a view to the consent of the Chinese Government being obtained. The Committee recognised the advisability of the proposed connection, and replied that, on information being received that the Telegraph Company concerned were prepared to entertain the matter, representations of a favourable nature would be made to the proper authorities on the understanding that further exclusive trading rights in this Colony were not sought for.

METRIC SYSTEM OF WEIGHTS AND MEASURES.

In answer to an inquiry from the Government, emanating from the Secretary of State for the Colonies, a reply was sent that the compulsory adoption of the Metric System of Weights and Measures throughout the Empire had the strong support of this Chamber, and that, as the Metric System was understood and largely in use in this Colony, comparatively little difficulty would be found in adopting such a change in Hongkong.

MERCHANT SHIPPING AMENDMENT ORDINANCE, 1901.

Notice was received in September 1st that the Secretary of State for the Colonies had received the Memorial from the Shipping Firms and Agencies dated 7th November, 1901, praying for the amendment of the clauses so as to limit the liability of owners and agents of vessels in respect of such costs and expenses of persons taken ill on board to those on the ship's articles, but that he saw no reason for complying with the request of the signatories. The Committee regret this decision and have taken steps to warn the principal Chambers of Commerce in Great Britain so that they may be put on guard against any similar innovation being proposed in the Home legislature.

OBSTRUCTIONS IN THE CANTON RIVER.

One important result of the Chamber's representations to H. B. M.'s Minister at Peking and Sir James L. Mackay has been the inclusion of clause V in the new British Commercial Treaty with China under which the Chinese Government undertakes to remove within the next two years the artificial obstruction in the Canton River. Perhaps it is yet early for any start being made in this direction, and it may be necessary to keep this from becoming a dead letter.

POSTAL GRIEVANCES.

The Committee have been instrumental, at the instigation of the Amoy Chamber, in obtaining the ready consent of the Postmaster General to grant greater facilities for posting late correspondence the previous night in order that it may leave by the steamers sailing at daylight. The Postmaster General also agreed to revert to the former hours of closing the mail for printed papers and books for the Homeward Packets.

PROPOSED DIRECT PARCEL POST EXCHANGE BETWEEN HONGKONG AND THE UNITED STATES OF AMERICA.

As the Home Authorities have recently been able to establish a parcel post exchange with the United States of America which enabled parcels to be sent from Hongkong to the latter country, and London, joint representations were made by this Chamber, and that of Amoy, to the Hongkong Government with a view to a

direct service, thereby reducing the time entailed in transit. The Hongkong Government have recommended that the Foreign Office in London should negotiate a convention with the Government of the United States of America for this purpose, and the Committee have hopes that this may be accomplished before long.

PUBLIC HEALTH AND BUILDINGS BILL.

This measure which has been introduced as the result of the reports of the experts—Professor Simpson and Mr. O. Chadwick, sent out by the Home Government to investigate the sanitary condition of the Colony—should have an important bearing on the well-being of the Colony in the future. It is too soon to say that benefits to any extent have been derived from its enactment. Plague was not, however, so rampant in 1902, but this was, no doubt, due to the energetic cleansing work done by the Sanitary Board and also to the better climatic conditions prevailing in the spring. It is a matter for regret that the plague returns are not of so satisfactory a nature so far this spring. Whilst the Bill was passing through its early stages on the Legislative Council, the Committee were approached by the European property owners who sought the support of the Chamber to their petition against the Bill, in then stood, on the ground that proper measures were not incorporated in the Bill relating to compensation to owners who would, under its provisions, have had to make alterations to their properties, and the following resolution was passed by the Committee:—

"While recording their entire sympathy with the objects of the Public Health and Buildings Bill, which is admittedly introduced for the benefit of the Colony at large yet on grounds of equity this Chamber decides to support the principle of fair compensation being given to Crown Lessees, in cases where buildings (having been erected under Government sanction and in compliance with the requirements of then existing Ordinances) will be affected by the proposed legislation."

The Government afterwards met the objections to the original Bill in a more magnanimous spirit with the result that the final measure had the full support of the Unofficial Members of the Legislative Council, and a very valuable Ordinance was quickly placed on the Statute Book.

THE CHAMBER'S REPRESENTATIVE ON THE LEGISLATIVE COUNCIL.

The Hon. T. H. Whitehead having obtained leave of absence in June last, the Officer Administering the Government invited the Chamber to select another member. Mr. Robert Shewan, of Shewan, Tomes & Co., was selected at the special meeting held on 5th June last, defeating Mr. R. C. Wilcox, of Messrs. Turner & Co. by 58 votes to 36.

The Committee could not allow Mr. Whitehead's severance with the Chamber to pass without comment, and at the monthly meeting of the 13th July last, the following resolution was passed and afterwards communicated to him:—

"That this Committee hereby records its high appreciation of the valuable services rendered by Mr. T. H. Whitehead throughout the long period from 1890 to the present time, during which he represented the Chamber of Commerce on the Legislative Council of Hongkong, and expresses its profound regret at the loss sustained by the Chamber through his departure from the Colony."

Mr. Whitehead's second period of office having expired on 24th September last, Mr. Robert Shewan was elected without opposition for a period of six years at a special meeting held on the 3rd October, 1902.

SCARCITY OF WATER AT SINGAPORE.

The fact of the unusual occurrence at the Southern port was thoughtfully wired up by the Singapore Chamber, and the information immediately conveyed to the agents of the steamers on the point of leaving for the South, who appreciated and made use of the information. In one case a steamer profitably carried down several hundred tons of fresh water for use at Singapore.

SUGAR BOUNTIES AND CANE SUGAR.

The Committee were not able to see their way to help the West Indies by representations to the Home Government with reference to the sugar industry in those islands, further than to express their sympathy in the efforts made by them to maintain the cane sugar industry. Since then, however, the Sugar Conference at Brussels agreed to a Convention suppressing the direct and indirect bounties by which the production of sugar might be benefited. This Convention comes into force on 1st September next, and there is no reason to doubt that its beneficial effects will not be felt by the sugar industry in this Colony.

LIXIN AND BATTERY TAX ON YARNS IMPORTED INTO CANTON BY BRITISH STEAMERS.

The attempt of the Canton authorities to impose an additional tax of 5% on Yarn imports by steamer to Canton was happily frustrated, but not without some trouble and disturbance to the trade. Strong representations were made against this breach of the Treaties to H. B. M.'s Consul-General at Canton, and through his energetic efforts a new proclamation was issued by the Viceroy cancelling the old one and stating that steamer imported foreign goods after having paid full import duty were free from lixin within the Port area irrespective of the nationality of the importer.

LICENSING OF PILOTS.

Probably in no other port in the world of any magnitude are unlicensed persons allowed to offer themselves as pilots, and when the opportunity is given to form themselves into a recognised body, it is usually eagerly embraced. In this case the Hongkong and Kowloon Wharf and Godown Co., Ltd., approached the Chamber with the object of inducing the Government to oblige the pilots to register themselves with, and prove their qualifications before, a Board having the requisite authority from the Government to act.

Representations were made to the Government to this effect and stress was laid on the fact that the pilots of to-day are of inferior calibre to their predecessors, and that there was a growing tendency amongst them to disregard and willfully ignore ordinary precautions necessary, not only for the safety of the vessels in their charge whilst under way in narrow waters, but of others either at anchor or at the wharves.

At the request of the Government a scheme for holding Government examinations and granting certificates, was drawn up by the Sub-Committee appointed (Messrs. E. A. Hewitt, A. Haupt and W. Poate), endorsed by the General Committee and forwarded to the Government, who replied at some length to the effect that it would place the Harbour Master in an entirely false position if he had to give certificates for qualification which such officer cannot test. The Committee, in a further report, replied that at Home and other Asiatic ports this was satisfactorily managed, and that, if necessary, the Licensing Board need not be entirely composed of Government officials but might be supplemented by outside experts.

It was pointed out that, whilst there was a demand for pilotage in the Harbour, the Committee were against the institution of compulsory pilotage, also that the granting or refusing to grant a certificate as suggested by the Government could not be acted on by private individuals without pecuniary responsibility, to which the Government would not be liable.

The Committee regret that although the chief shipping firms and agencies in the port were in favour of the scheme, the Government were unable to accede to their request.

STOWAWAYS TO THE PHILIPPINES.

A fraud on a large scale was perpetrated on the China Navigation Co., Ltd., last spring when 133 Chinese were shipped to Manila in the S.S. *Katong* from Hongkong by the connivance of the native crew without the knowledge of the agents and European officers. Fortunately their presence was discovered before the vessel's arrival at Manila and the fact reported by the captain to the American Authorities, otherwise a very heavy fine would have been imposed. The stowing away of so many Chinese had been accomplished by the stowaways leaving open spaces in the cargo, thereby constructing rooms in the between decks which were filled with men in the night time whilst the European officers were asleep. An enormous amount of trouble ensued, besides expense and delay to the steamer, in addition to which a bond for \$50,000 (Gold) had to be given to secure the re-conveyance of the stowaways back to Hongkong. It was represented to the Government that the penalties under the law then in force were not sufficient to deter organised attempts, of which that on the S.S. *Katong* was one of the most daring examples, to smuggle Chinese into the Philippines and that it was desirable to punish by law in addition to a fine not only the native crew but the stowaways coolie brokers and the bigger men behind the latter who organised this class of business. The Government were adverse to increase the penalties imposed by law on stowaways and aiders and abettors until it was shown that the abuse continued after an example had been made of the officers through whose neglect stowaways were carried. It was proved to the Government that all reasonable precautions were taken by the European officers, and that where negligence was suspected dismissal followed, but the Authorities would not move in the matter.

In September last, the general managers of the Indo-China Steam Navigation Co., Ltd., brought to the notice of the Chamber the fact that the commander of their S.S. *Loong-jang* had been placed on trial for an attempt to smuggle 5 Chinese into Manila, but notwithstanding the gravity of the charge, he was allowed bail in \$1,000 despite a protest from their solicitors. The profitable value of this illicit trade may be gathered from the fact that the prisoner preferred to pay this large sum than stand for trial, and the fines imposed on the stowaways were promptly paid. In this case also it was shown that every precaution had been taken to prevent the carriage of stowaways and that the trouble, expense and loss of time entailed was a very heavy tax on the owners of steamers engaged on the Manila run through this smuggling continually taking place which would not occur if the Hongkong Government made the penalty imposed by law fit the crime.

After negotiations with American Authorities at Manila, which were apparently not successful, with a view to measures being adopted there to save shipowners from being fined for unwillingly carrying stowaways, the Government finally agreed to bring in "The Stowaways Ordinance, 1903" increasing the penalty to \$1,000 and imprisonment with or without hard labour for a period not exceeding nine months. This may be considered a reasonable penalty, and if enforced should be sufficient to counteract the exceptional temptations to introduce Chinese into the Philippines.

PIRACY ON THE WEST RIVER.

The brutal murder of an Englishman in November last, during a piratical attack on the junk on which he was travelling between Canton and Hongkong, gave the Committee another opportunity of pressing on the Government the obligation on the part of the Chinese Authorities to institute and keep up a proper patrol of the waters of the Delta. The Government replied that the matter had received attention and arrangements were being made to institute a patrol with two Chinese gunboats under European command.

It is hardly likely that this small patrol will be anything like sufficient to cope with the numerous pirate craft infesting so great an area, and the disturbed condition of the Kwangai Province, which is partly due to the failure of the rice crop, has not tended to help matters.

It is satisfactory to note that adequate damages were, through the vigorous action of Mr. Scott, the British Consul, obtained from the Chinese Authorities for the benefit of the

family of the murdered Englishman.

OFFICIAL CODE VOCABULARY.

Further representations were made during the year objecting to the compulsory adoption of the Vocabulary by the International Telegraph Administration on similar lines to those made in past years.

QUESTION OF DATING AND SIGNING BILL OF LADING.

In answer to inquiries from the Melbourne Chamber of Commerce under this heading, a reply was sent in similar terms to those made to the General Produce Brokers' Association of London, contained in the 1897 Report.

THE CURRENCY QUESTION.

The resolution passed at the special general meeting on 18th February, 1903, was forwarded to the Government, and a communication was received stating that the question would be referred to the Secretary of State for the Colonies for his consideration.

ADDITIONAL FACILITIES FOR TRAFFIC ON THE WEST RIVER.

Chiefly in order to put a stop to the numerous piratical attacks on native passenger boats on the West River, the Viceroy of the Two Kwang was influenced to look with more favour on the benefits which would accrue in this respect from the increased use of passenger steamers, and the Steamship Companies interested sought the aid of the Chamber in furthering the project. The Government and Sir Ernest Satow were immediately communicated with in order to obtain the consent of the Chinese Imperial Authorities, and the latter agreeing, has resulted in several additional ports on the West River being opened to Foreign Trade for the first time. This may be regarded as a great advance in the attempt to properly open the inland waters of China to steamer traffic.

PREFERENTIAL DUTIES.

The Committee have pleasure in stating that the result of the transfer of the Native Customs at Canton to the Imperial Maritime Customs early in 1902, alluded to in the 1901 Report, has terminated the charging of lower duties on junk-borne cargo, and a native shippers have accordingly again reverted to shipping their chief articles of commerce by steamer. Already the benefit to foreign shipping on the Canton River has been very noticeable and still better results should follow.

TYPHOON WARNINGS.

The question of storm warnings as issued by the Hongkong Observatory was once again brought forward by the shipping community. It was alleged that the warnings issued were meagre, that they were not issued on Sundays and Government holidays and that there was a lack of reciprocity between the officials at Hongkong and those at the admirably conducted Observatory at Sikawei, Shanghai. The Committee addressed the Government on the subject, and a long correspondence ensued. It was pointed out that, in view of the enormous value of the shipping passing through this port, it is very necessary that a complete code of day and night signals, affording every variety of weather information to masters of vessels, should be established at the local Observatory, which should be second to none in its efficiency.

The Government were not inclined to institute any new flag system on the ground that it would not be suitable, but made arrangements for the more rapid distribution of the China Coast Meteorological Register. This small concession has been much appreciated by the shipping community.

That the Committee had some real grounds for dissatisfaction with the present system was shown by a letter addressed to the Chamber in September last signed by 38 masters of vessels using the port, asking that a Committee of Inquiry might be formed, and on this being communicated to the Government, His Excellency the Governor agreed to consider very carefully the report of any such Committee with every anxiety to give the fullest information to those persons for whose safety and that of their ships the Observatory was primarily established.

Your Committee thereupon asked all the shipping firms and agencies in Hongkong to obtain the views of their shipmasters on the subject. This was well responded to, and representatives from the Shipping Departments of the Peninsular & Oriental S. N. Co., Messrs. Jardine, Matheson & Co., Butterfield & Swire, and Melchers & Co., were appointed, as a Sub-Committee, to report on the best method of signalling for use in the Observatory. Their report, advising the adoption of an extended system of signals by day and lanterns by night, additional signal and observation stations, direct telephonic communication between the Harbour Office and the Observatory, daily simultaneous telegraphic observations from other Observatories up and down the coast, and that the latest instruments should be placed at the disposal of the staff, was adopted by the General Committee and sent on to the Government for consideration together with the whole correspondence received by the Chamber.

Over three months have elapsed without the receipt of any communication as to the attitude H.E. the Governor intends to take, but it is hoped that something will be done to improve the Observatory system of warnings before the 1903 typhoon season commences.

NEW BRITISH COMMERCIAL TREATY—THE EFFECTIVE 5% SPECIFIC TARIFF.

The Treaty between Great Britain and China signed at Shanghai on the 5th September last, reflects greatly to the credit of the British Commissioner, Sir James Lyle Mackay, and should the other Foreign Powers interested in the trade of China see fit to follow suit, the mutual benefits likely to accrue with the abolition of lixin, the institution of a national currency, the abolition of the artificial obstructions in the Canton River, the improving of the inland waterways, regulations as to trade marks, the increase in the number of Treaty Ports, etc., the importance of the Treaty will have far-reaching effects.

The 5 per cent specific tariff came into force

on 1st November last. During the year the Committee were in constant communication with Sir James L. Mackay on various matters, to all of which he gave earnest attention.

A copy of the Treaty will be found in the Appendix Z 6.

THE GENERAL COMMITTEE.

Since its election at the last Annual Meeting, the following changes have taken place:—

The Chairman, Sir Thomas Jackson, Bart., the Hon. J. I. Bell-Irving and Mr. Thomas Whitehead left the Colony. The Hon. C. S. Sharp, Messrs. W. Poate and A. Haupt went home on leave. Their places were filled by the Hon. C. W. Dickson, the Hon. R. Shewan and Messrs. J. R. M. Smith, A. G. Wood, C. Michelau and D. R. Law. All the new members, with the exception of Mr. Michelau, have served on the Committee in previous years.

On Sir Thomas Jackson's retirement in May, 1902, the Vice-Chairman, Hon. C. S. Sharp, was elected to the Chair, Mr. W. Poate taking the latter's position as Vice-Chairman. At present Mr. E. A. Hewitt, the Vice-Chairman appointed on Mr. Poate's departure, acts as Chairman.

THE SECRETARY.

Mr. R. C. Wilcox's resignation was notified in last year's report, and the Committee appointed Mr. A. R. Lowe to fulfil the duties of Secretary on 17th April, 1902. In order to conform with Rule XII this appointment requires to be confirmed by the members at the annual meeting.

MEMBERS.

At the date of the Annual Meeting in 1902 the total membership was 121, composed of 100 firms and public companies and 21 single individuals. The present membership is 133, showing an increase of 9 firms and public companies and 3 private individuals.

Messrs. Holliday, Wise & Co. have ceased their membership, and Mr. B. Byramjee died during 1902.

The following have been admitted to membership, subject to confirmation at the annual Meeting:—Messrs. Arratoon V. Apar & Co., Mounsey & Brutton, Alex. Ross & Co., Edwards Piry & Co., Limited, Rosario & Co., British American Tobacco Co., Limited, Wilkinson, Heywood & Clark, Limited, International Banking Corporation, Mr. H. M. H. Nemaze, Mr. D. S. Dady-Burjor, Mr. Ferd. Bornemann, Mr. H. E. Pollock, K.C., Mr. A. G. Gordon, and the China Commercial Steamship Co., Limited.

FINANCE.

The Pinnacle Rock Fund amounts with interest to \$4,073.54 and is separately invested. No demands have been made on it during the year for discovery of rocks dangerous to navigation.

The Committee regret having to report that during the year it was discovered that the Clerk had been misappropriating the moneys of the Chamber and that the defalcations extended over two or three years. During 1902 \$1,595.63 was stolen, of which \$1,250 was afterwards recovered. The Committee prosecuted, and on the prisoner pleading guilty, he was sentenced to six months' imprisonment with hard labour.

The accounts now presented are in the form of an income and expenditure account and balance sheet instead of, as before, merely a summary of the cash receipts and payments. These show that, after writing off \$1,430.63 for defalcations and prosecuting expenses, the surplus for the year (\$54.85) has been added to the Reserve Fund or Accumulated Surplus Fund which now stands at \$12,153.02. The reduction in this Fund, as compared with last year's accounts, is due to undisclosed liabilities in the previous accounts having to be met during 1902.

REPORT ON THE CAUSES AND CONTINUANCE OF PLAGUE IN HONGKONG.

The Colonial Secretary has kindly forwarded to us a copy of Dr. W. J. Simpson's report on the causes and continuance of plague in Hongkong and suggestions as to remedial measures. The first portion of an introductory communication is as follows:—

JOSEPH CHAMBERLAIN, M.P., Secretary of State for the Colonies.

SIR, I. In accordance with the instructions given me to visit the Colony of Hongkong to investigate and report upon the causes and continuance of Bubonic Plague therein, and to advise remedial measures, I have the honour to report that I arrived in Hongkong on January 5th, 1902, and left on July 10th.

During my stay in the Colony every facility was afforded me by the Government of Hongkong to prosecute my inquiries, and any remedial measures I suggested were promptly carried out. Before I left a gradual organisation of methods was effected on the lines which I consider necessary to be followed in order to combat plague.

I am happy to be able to record that with the exception of 1895 and 1897, which were non-epidemic years and the statistics of which are not comparable with those of other years, the outbreak of 1902 was remarkable as the lightest since 1894, while the usual concomitants, such as panic and flight of the Chinese with scarcity of workmen, disturbance of trade, and serious business losses, have been conspicuously absent.

2. As the scope of my commission was somewhat wide in its terms, and the time at my disposal limited, it was necessary to confine investigations to the more obvious practical points, and for this purpose three lines of research were undertaken, to ascertain, firstly, the extent of the prevalence of plague in Southern China, a country with which Hongkong has large commercial relations; secondly, the behaviour of plague in Hongkong, the conditions which favour its spread and continuance there; and whether, as in Cape Colony, rat plague is intimately connected with, and precedes as a

rule, human plague; and thirdly, whether other animals besides rats are affected with plague, and if so the mode by which they become infected.

On the answers to these questions necessarily depend, in a great measure, the remedies to be suggested, bearing always in mind the local conditions which almost invariably modify the extent to which, and the mode in which, general principles can be put into practice in different places.

It was soon obvious that Southern China had not been for years free of plague, and in order to acquaint myself personally with the social life of the Chinese in the province nearest to Hongkong, viz., Kwangtung, and the conditions under which plague spreads among them, I visited Macao in Portuguese territory, Canton, Swatow, Chaoyang, and a number of Chinese villages. A visit of this kind would have lost most of its value had it not been for the generous assistance rendered me by the local medical men, the officials of the Chinese Imperial Customs, and the different Consuls. Further, in order to gain more information regarding plague in China than a short visit to a few places could furnish, I addressed a circular letter asking certain questions on the subject to the medical men and medical missionaries in China, who, on account of their intimate connection with the Chinese, are in the best position to know what epidemics are prevailing in the districts over which they have charge. A considerable number favoured me with answers.

It is with much appreciation of their services and the value of the information so willingly and freely given that I append their answers to this report.

The second line of research involved a study of the cases of plague in Hongkong as they occurred, a careful inquiry into the circumstances connected with them, and the past history of the houses. In this I was fortunate in securing the cordial co-operation of Dr. Atkinson, the principal medical officer for the Colony, of Dr. Pearce, the assistant medical officer of health, and of Dr. Francis Clark, the able medical officer of health for the Colony, whose knowledge of the sanitary conditions of Hongkong is unrivalled, and whose untiring energy to improve the health of the City of Victoria under great difficulties is deserving of the highest commendation.

The investigation into plague in animals was conducted by the institution of a series of experiments. I had the advantage here of having associated with me Dr. William Hunter, the recently appointed bacteriologist to the Colony, whose technical skill and careful work were extremely useful, also Mr. Gibson, the Colonial veterinary surgeon, and Dr. Matsuda, the chief of the eight Japanese medical men, whose services were requisitioned from Japan for medical work connected with plague. My thanks are due to these gentlemen, especially to Dr. Hunter, for the assistance I received from them.

3. The report now submitted is divided into four parts.

Part I. deals with plague in China—

(a) Before the outbreak in Canton in the spring of 1894.

(b) During and after the outbreak in Canton in 1894.

Part II. treats of plague in Hongkong.

Part III. records the results of the investigation into plague in animals.

Part IV. suggests remedial measures.

4. The main causes of plague and its continuance in Hongkong may be summarised as—

(1) Importation of plague from China, especially during the early months of the year.

(2) The endemic maintenance and dissemination of the disease by infected rats, infected houses, and infected clothes. Hongkong, owing to its being an emporium for grain and other goods, has an enormous number of rats.

(3) The insanitary and overcrowded condition of most of the Chinese houses, with an exceptional amount of darkness and bad ventilation of the rooms.

(4) The absence of a special staff to combat the disease, and to trace the history of, or even to their homes, cases of plague, many of which are dumped in the streets when dead or dying.

(5) The facility with which infected food may be imported into the Colony, combined with insufficient cooking of food by the lower-class Chinese. This, however, it should be added, is rather a suspected than attested cause, and needs more facts for confirmation than I had time or opportunity of collecting.

5. In connection with importation of plague into the Colony, the report shows that Southern China originally infected Hongkong, and that, as this part of China is annually more or less infected with the disease, it forms a dangerous centre close to the Colony, and a constantly menacing source of fresh infection. The liability to re-infection of the Colony is favoured by its proximity to the Kwangtung Province, and the intimate intercourse that exists between the two. Situated near the mouth of the Pearl River, Hongkong is less than 80 miles from Canton, the capital and chief commercial city of Kwangtung, with which it is in constant daily communication by junk and steamer, and such is the traffic between Hongkong and Canton, and the villages in and near the Delta, that at least half a million passengers travel each way to and fro during the year, and 80,000 coolie emigrants, men and women, come to Hongkong to be finally shipped to other lands for work.

The population of Hongkong is chiefly Cantonese, drawn from the villages in the neighbourhood of Canton, the West River, and the Delta; it is dependent on the Kwangtung Province for its food supply, and observes the same festivals, large numbers visiting China at certain periods of the year, more especially in the spring. Besides this intimate relationship with the Province of Kwangtung, Hongkong is the chief commercial centre, and emporium for Southern China.

(To be continued.)

TELEGRAMS.

(Reuters.)

Australia and the Mail Service.

LONDON, 13th May.
Mr. Chamberlain has informed the Australian Commonwealth that Great Britain cannot prohibit the employment of coloured British labour in mail steamers.

[This is doubtless the reply to Australia's notification to the British Post Office that they will not become a party to any future mail contracts involving the employment of coloured labour.—Ed. H.K.T.]

France.

The French Government will introduce a Bill disestablishing 400 Female Religious Orders, possessing 2,000 public schools for girls; the suppression will involve the State in an expenditure of £2,000,000.

Morocco.

A serious revolt has occurred in the vicinity of Tetuan, which town is closely besieged.

LATER.

Launch of the "Commonwealth."

H.M.S. *Commonwealth*, the largest battleship in the world, has been launched on the Clyde. The ship will be completed in ten months, establishing a world record.

Issue of North Borneo Bonds.

The North Borneo Co. has issued 200,000 (£) 5% Bonds.

Anti-Strike Legislation in Australia.

A Bill has been read a second time in the Australian Parliament to suppress strikes.

Result of the Newmarket Stakes.

- 1—Flotsam.
- 2—Rabelais.
- 3—Gay Gordon.

Russian Mission to Central Asia.

TIBET AND MONGOLIA THE OBJECTIVE POINTS.

London, May 4th.

The Russian Government are despatching a special mission to Mongolia and Tibet a month hence.

England and France.

Saigon, 5th May.

King Edward the Seventh has presented to the Prime Minister, M. Combes, and to Mr. Delcasse the Grand Cross of the Victorian Order. His Majesty dined at the Embassy. There were no toasts. The King set out in the morning proceeding via Cherbourg. Cordial adieux took place at the station. His Majesty expressed feelingly to M. Loubet his thanks and the pleasure his visit had given him.—*French Legation Telegram.—Japan Mail.*

The Kwangai Trouble.

REBELS TO BE SUPPRESSED.

Peking, 6th May.

The Emperor has issued imperative orders to the Viceroy and Governors of Hunan, Kwangtung, Yunnan and Quichow to suppress the rebels of Kwangai without further delay.

Director-General Sheng has gone to Shoting to meet Viceroy Chang, who is now on his way to Peking.—*Mainichi.*

QUININE AND THE MALARIAL PARASITE.

Probably all malarial countries will be interested in the discussion which is at present taking place among certain medical scientists as to the means by which quinine acts so effectively in cases of malarial fever. Among others by whom the subject has been treated are Dr. Cartaz, of Paris, France, and Dr. King, an American physician. The theory advanced by Dr. King, and which has been generally approved by Dr. Cartaz, is that it is the property of fluorescence which quinine has, that is, of raising the pitch of light-waves that fall on it, so that it turns white light to a bluish tint, that proves destructive to the malarial parasite. Commenting on Dr. King's theory, Dr. Cartaz says in this connection:—"The arguments given by Dr. King to support his view have plausibility. Two vegetable substances already employed as remedies for malaria, esculin and fraxin, the active principles of the horsechestnut and the ash, give the blue rays, iodine, which is not fluorescent, finds in the system starchy substances with which it combines to form an intensely violet-blue combination. Methylene blue, recently prescribed in forms of chronic malaria, and in inveterate neuralgia, would also act by the absorption of rays that are harmful to the parasite. "It has been long recognized that the absorption of the quinine increased the fluorescence of the blood, and that this lessened or increased according to the doses prescribed and to the lapse of time since the ingestion of the salt. The parasite, then, like many microbian agents, must be disagreeably influenced by the violet rays. There is a slight objection to this theory, which is that we meet cases of malaria that resist quinine salts. Dr. King admits that there are refractory cases, but then, he asserts, the attacks are due to the undeveloped parasite. The undeveloped parasite is found especially in the deep organs and the more obscure parts of the body. In these conditions the destructive action of quinine can not take place, for its fluorescent power is then nearly absent. If King's theory is true, we might try (and the experiment would probably not be especially dangerous) to administer to malarial patients substances possessing this fluorescent property in a very high degree. Certain newly discovered metals, such as radium, would perhaps succeed in

cases where quinine has proved powerless." If Dr. King's theory be true, it may yet be that malaria shall come to be treated by the Roentgen or "X" ray, which is an intense violet in colour. It has already come into use in the treatment of several diseases, and it would seem to be not improbable that malaria may yet be included in the list of those ailments susceptible to its influence. The theory of Dr. King, and his reduction of the action of quinine in cases of malaria to a light basis, suggests the increased prominence which is being given by the medical scientists of today to the study of the effect on the human blood of light and its various component elements. Besides the Roentgen ray, we also have in use what is known as the Piazan ray, and these seem to be no reason why further discoveries along these lines should not be made. Possibly we shall never discover the elixir of life, but we are gradually getting to the time when the percentage of those diseases which are incurable or incapable of effective treatment will be greatly reduced and the average span of human life considerably increased. Much progress in this direction has been made within the last decade, and there is every reason to hope that more will be made in that on which we have entered.—*Mainichi Times.*

THE WORLD'S POPULATION.

In his inaugural address, Major Patrick Craigie, President of the Royal Statistical Society, takes a broad and most comprehensive survey of the relative position of the United Kingdom with the other countries of Europe and the Far West, during the last seventy years, that is to say, from the date of the institution of the Society, and attempts to build thereon conclusions which are as interesting as they are highly instructive. A veteran in statistical science and, therefore, fully aware of the shoals and quicksands on which unscientific workers in this branch of knowledge are most liable to founder, he rightly warns his "younger colleagues" in the preamble, on the necessity of steering clear of these. Not only have facts to be first accumulated with care and accuracy, and then marshalled and grouped, but, in order to build the necessary conclusion, the data so arrayed and analysed have to be read aright. No statistician, says he, can "rate too highly the obligation that lies upon him to see that the elementary units accumulated are individually sound and durable material, that their strength has been tested, their capacity measured rightly, and their comparative significance accurately determined, before he either ventures himself to announce the solution of the problem sought, or hands over for the use of the urgent and bustling politician, or of the speculative economist, the conclusions to which the data seem to point."

After this preliminary but necessary warning, Major Patrick Craigie informs the British public of the first important statistical fact, that, whereas in 1851 the English people counted 14,000,000 souls, the first census of the twentieth century reveals them to have increased to 32,250,000. The growth is equal to 132 per cent. But, he rightly says, England and Wales are not the whole of Britain. England herself was much less predominant. It mustered then 58 per cent of the nation's inhabitants against 78 per cent. and more of today. Scotland and Ireland have moved in opposite planes. The growth of populations in the former during the period under review has been largely outweighed by the diminution in Ireland. Major Craigie then proceeds to compare the increase or decrease of the population on the Continent and in America. In 1850, that of Europe equalled 192 millions to 24 of Great Britain's, say, exactly in the ratio of 8 to 1, while the total population of the habitable globe was 847 millions. To-day the aggregate population of the earth is estimated at no less than 1,400 millions. But this demographic phenomenon is accompanied by a great commingling of interests, both as regards territory and men. Says the veteran statistician, "The European nations have not only by emigration in the past largely recruited the residential populations of other regions, but they have likewise assumed dominion and incurred responsibilities which have tended largely to increase in recent times, and which make the points of possible friction in the political questions of the day world-wide." This is indeed too true; and the reader will notice how the rivalries and struggles which have been going on in all parts of the world in the matter of grabbing land belonging to the weaker races, and of hinterland, and no man's land, in pursuit of trade or political aims and ambitions, have complicated this problem of emigrant population. Major Craigie does not shut his eyes to the fact of the predominance displayed by the British in this direction, and informs us that the British total now includes very nearly a fourth part of the estimated population of the globe as against one-seventh part of the earlier date. Roughly, the world's population is contrasted as follows:—

	1850.	Of which British	1900.	Of which British
Europe	216	247	400	420
Asia	40	974	868	3000
Africa	100	03	178	419
America	40	23	148	75
Oceania	2	03	6	50
	847	1250	1,600	3954

Reflecting on the political aspect of this population phenomenon, the learned statistician inquires whether it is an advantage to the conduct of diplomacy that such a condition exists. "Six States, and six only, appear at the present day to govern or protect some three-fourths of the world's population, and when ten States have been named, something like six sevenths of the peoples of the globe have been grouped and classified. The natural inference from this grouping is, that, as the world grows older, power is concentrated in a

smaller number of powerful political organisations; in other words, in the hands of those who are fittest to survive an 'old' fast. But, in order that the reader may be still further impressed by the demographic fact, let us relate what Major Craigie has to say regarding only two great empires, namely, Great Britain and China. These, says he, absorb between them "a multitude as great as all the world held a century ago, and one which presses close upon, if it does not exceed, 800 million souls." His stern narration of the prosaic fact of British dominion was well anticipated by the imagination of Mr. Watson in his Coronation Ode:—

Kingdom in kingdom, sway in over-sway,
Dominion, fold in fold.
"The direct subjects and protected races falling under the widely stretched sway of King Edward in distant corners of the earth are believed to somewhat slightly exceed the compact masses which crowd the series of contiguous territories owing more or less allegiance to the Imperial Court of Peking." Next to the British comes the Russian. The White Tsar is credited with a territory of nine million square miles and about one-third of the British population. France comes next with 100 millions of whom about two-fifths are native Frenchmen. The youthful United States inclusive of their latest acquisition in the Far East rank next. Then follow in their numerical order Germany, Japan and Austro-Hungary. At a long distance follows Holland, while Italy counts the last in magnitude to complete the account for six-sevenths of the population of the globe.

Speaking of emigration from Great Britain to America, Major Craigie makes a crucial observation which is easy to be remembered. In seventy years, very nearly five persons for every ten added to home stock have gone to build the related State which dominates the Continent of America. About one person for every ten has in the interval gone to Canada and another one for every ten to Australasia. But what may be the significant fact revealed by the statistician as regards these large movements of population, the surplus of the growth of older countries, to outside their boundaries beyond the seas? This, that there simultaneously proceeds a movement of expansion and concentration, "expansion by the occupation of new lands in nearly empty territories, and concentration by the gathering together of the people in a more rapid ratio than in former epochs in vast urban masses and industrial agglomerations of population, whose food and clothing and means of labour are supplied by more or less distant producers." Here the social and economic philosopher may well pause and inquire whether this phenomenon of vast movements of human souls to the farthest corners of the green earth and to distant barbarous climes which the opening century has witnessed is likely to be repeated at the end of another fifty years? Will the habitable globe find space enough for a population, assuming the ratio of the growth to be the same as it has been during the last seventy years?

Meanwhile let us present to the reader the next aspect of the population problem to which Major Craigie seems to have addressed himself from the British point of view. How may the British play their part in the future? Empire-building has grown into a craze the potentialities of which, whether advantageous or mischievous, it is impossible to forecast. Our expert observes that the ability and strength of the British Empire to play its part in the new century "will depend on the growth displayed in the material possessions of its individual subjects as well in the development of their number." We have only touched one, though not the least important, chapter of Major Craigie's highly instructive paper, and must turn at some other time to the other equally instructive and interesting chapters which, apart from their value to the economic students, are a mine of information for the general reader.—*Ex.*

THE DEATH BY PLAGUE ON THE "ALBION."

The *Japan Herald* of the 2nd inst. gives the following further particulars of the case of plague on the British war-ship *Albion*, already reported:—

"A death from plague is reported to have occurred on board H.B.M.S. *Albion* which entered Yokohama last Friday morning. A Chinese servant who was taken on board before the vessel's departure from Hongkong on the 29th ultimo was taken ill during the voyage, symptoms of plague developing, and finally succumbed on Thursday night. The body was thrown overboard off Uraga. On the arrival of the war-ship in port, notice was duly given to the quarantine officials who at once took steps to remove two Chinamen who had attended to the deceased during his illness to the quarantine station at Nagahama, for detention for ten days, and afterwards to be delivered to the British Consul. The war-ship left for Wei-hai-wei at half-past two on the Friday afternoon. The medical authorities are of opinion that as the part of the sea where the body was thrown is about 300 fathoms deep, there need be no apprehension of danger arising therefrom."

It is reported, adds our contemporary, that the *Albion* came over to bring Rear-Admiral Grenfell for treatment at the Naval Hospital at Yokohama. Rather than undergo quarantine, however, the Admiral decided to go back to Wei-hai-wei.

MOFFIT IN COURT.

PLEADS GUILTY TO EMBEZZLEMENT.

After a lapse of over five months, R. P. Moffit, the absconding secretary of the Dairy Farm Company, Ltd., returned to the Colony this morning, per the s.s. *Indrapura*, under the charge of Sergeant M. E. E. It will be remembered that Sergeant E. E. left Hongkong on the 28th November, 1902, per the s.s. *Coptic* and after a great deal of trouble, managed to secure the accused in America. After his arrest he was lodged in the county goal of Astoria, State of Oregon, U. S. A., and left for the Colony on April 10th, per the s.s. *Indrapura*. The trip occupied thirty-five days, and during the voyage Moffit appeared light-hearted, and seemed to enjoy the trip. He was not permitted to land at any of the intermediary ports.

Before Mr. F. A. Hazeland this afternoon, the following charge, preferred against him was read: "For that he, Robert Percy Moffit, 31, accountant, unemployed, no fixed abode, of Australia, on the 27th day of September, 1902, at Victoria in the Colony of Hongkong then being secretary to the Dairy Farm Company, Ltd., feloniously and fraudulently did embezzle and steal certain goods, to wit, the sum of £52,070 received by him on account of the said Dairy Farm Company, Ltd., contrary to section 55 of Ordinance VII of 1865, and for that he, the said Robert Percy Moffit, on the 22nd day of April, 1902, and the 11th day of October, 1901, at Victoria in the Colony of Hongkong then being Secretary to the said Dairy Farm Company, Ltd., feloniously and fraudulently did embezzle and steal other goods, to wit, the sum of \$9,877.66 received by him on account of the said Dairy Farm Company, Ltd., contrary to section 55 of Ordinance VII of 1865."

After the charge had been read Mr. Hazeland asked him whether he pleaded guilty or not guilty to the charges. Moffit answered in the affirmative and the case was adjourned to Friday, 22nd, at 10 a.m.

Mr. E. A. Bonner prosecuted on behalf of the Crown Solicitors, Messrs. Denny and Bowley. The accused was undefended.

STAR FERRY COMPANY, LTD.

The report for presentation at the fifth annual meeting to be held on the 20th inst. shows that the net earnings of the boats, after paying all working expenses, were \$42,973.50 as against \$28,182.18 last year, being an increase of \$14,791.32. The amount at credit of Profit and Loss Account after paying for repairs and placing \$7,750 to credit of Insurance Fund, is \$42,337.06 which, with the approval of shareholders, is proposed to appropriate as follows:—

Directors' and Auditor's fees	\$ 1,000.00
Dividend of 12%	18,000.00
Write off Boats	5,000.00
" Goodwill	1,000.00
" Turastiles	500.00
" Ice House Street Pier	1,500.00
Transfer to Reserve Fund	13,000.00
Carry forward to next account	337.06
	\$42,337.06

N.Y.K. FAST SERVICE TO CHICAGO.

The *Kobe Herald* is informed by the Nippon Yusen Kaisha that new arrangements have recently been completed by the Great Northern Railway Co., whereby they are in a position now to guarantee passengers for Chicago and other central as well as eastern points exceptionally rapid transit. Improvements have also been made in the equipment of the carriages.

BEN LINER ASHORE.

The *Kobe Herald* of May 6th says:—"We are sorry to say the Ben Line steamer *Benary*, outward bound, is ashore at Mōji, having struck on a sand bank near the Asano Cement Works on Sunday, when entering the port. She is not in any danger and is expected to come off as soon as some of the cargo has been discharged. We learn from the Agents here (Messrs. Cornes & Co.) that the *Benary* has 800 tons—principally heavy weights to discharge at Mōji. Captain Sarchett, who is in command, is confident that the ship will come off without much difficulty as soon as this is discharged."

ATTACK ON "ARGONAUT" SEAMEN.

The *Japan Advertiser* states that at 12.40 a.m. on Monday, the 4th inst., two foreign engineers belonging to the N.Y.K. steamer *Kanagawa-maru* and three seamen belonging to the British cruiser *Argonaut* were attacked by about four or five Japanese with wooden foot-gear and also with pieces of wood, in the vicinity of Oginachi, Sae-chome, Yokohama, while the foreigners were riding in rikshas for the Yoshiwara. The engineers belonging to the *Kanagawa-maru* and a sailor belonging to the British war-ship were injured, fortunately not very seriously. The police are now searching for the assailants, but it is a difficult task to find them, as the attack was committed in the darkness of the midnight.

INDICATIONS point to a serious flood of the Yangtze River. Every boat that arrives at Shanghai from Hankow brings news of the rise and of the alarm felt all along the route. The s.s. *Pao Hui* reports the water mark at Kinkiang 33-08 feet. This is a rise of more than four feet in one week, and daily it is increasing. It is thought that the critical period will come about the end of this month or early in June, when all the streams of the surrounding mountainous country will be freed from the winter frozen state and contribute, in one tremendous column of water, their share to the flood.

CHINA IN THE HANDS OF SHYLOCKS.

Under the above heading the *St. Louis Chronicle* prints the following editorial:—"The way the Powers have of plucking China is not calculated to enamour the lagging Orientals with the ways of modern civilization. The proposition that the enormous indemnities exacted on account of the Boxer uprising shall be paid in gold is one that appeals only to a Shylock. China is doing a great deal for the world just now in furnishing a sink for the silver that most other nations are consistently ignoring. Even to the dyed-in-the-wool gold monetarists the use of the white metal as money does not seem entirely out of order. Until a generation ago silver was coveted as much as gold. The proportionate production of the two metals since that time does not seem to justify the enormous shrinkage in ratio value that has taken place. Another generation and doubtless there will be an entire readjustment that will perhaps enthrone silver with gold as a twin standard of value. Meanwhile China does well her part in absorbing the production of the less valuable metal. Conceding the immense distress that would reign were the value of the repudiated money metal to shrink still further, the Powers should seek rather to help China with her burden than to pile still heavier loads upon her bending shoulders. The amount of the indemnity was fixed by the Powers and computed, as far as China was concerned, in terms of silver, the money she recognizes as standard. Now, with a rate of exchange considerably higher than at that time, the Powers are insisting that the indemnities shall be estimated according to the market value of silver at the times of payment. Thus China, not versed as yet in the ways of modern finance, may find herself owing a greater sum on the date the debt falls due than if she might pay a month before or a month later. China is in the hands of her creditors. And the creditors are fighting for the last ounce of the pound of flesh they have exacted. Gratifying, indeed, to Americans is the stand taken by this country against these extortionate demands that betray a miser-greed ill becoming enlightened nations."

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

But for continued stagnancy the share market is featureless. The following are closing quotations:—

Banks	.....\$670, sales, (£63).
Cantons	.....170, sales & buyers.
H.K. C. & M. S. B.	.....374, buyers.
Indo-Chinas	.....104, buyers.
Douglas	.....41, sellers.
Star Ferries	.....27, sellers.
Shells	.....1.6
China Sugars	.....\$108, sellers.
Luzons	.....12, sellers.
Panajoms	.....34, sellers, cum call.
Raub	.....10
Docks	.....214, sellers.
Wharves	.....97, sellers.
Land Investment	.....171, sellers.
Hotels	.....147, buyers.
Oriente Hotels	.....274, buyers.
China Borneo	.....11, sellers.
Electrics	.....134
Electrics New	.....74
Ropes	.....1224, buyers.
Ices	.....240, sellers.
China Providents	.....9.85, buyers.

THE SUGAR MARKET.

When the proposal to increase the tax on sugar in place of the continuation of the present rate of Land-tax was mooted, considerable speculation took place in sugar, and the market at Yokohama became very active. Now that a compromise has been effected between the Government and the Constitutionalists, the speculation has died away, and a considerable decline in prices has been the result, common qualities declining by 20 sen per picul.

ON LONDON, Telegraphic Transfer	.....1/8 5/16
" Bank Bills, on demand	.....1/8 1/2
" Credits, 4 months' sight	.....1/8 11/16
" D'cents 4 months' sight	.....1/8 13/16
ON BERLIN (demand)	.....M.1.74
ON PARIS, Bank Bills, on demand	.....2.13
" Credits, 4 months' sight	.....2.17
ON NEW YORK, Bank Bills, on demand	.....4.14
" Credits, 30 days' sight	.....4.14
ON BOMBAY, Telegraphic Transfer	.....1264
" On demand	.....127
ON SHANGHAI, Telegraphic Transfer	.....714
" Private 30 days' sight	.....nom.
ON YOKOHAMA, T.T.	.....85
Sovereigns, Bank's Buying Rate	.....\$11.68
Gold Leaf 100 touch, per tael	.....60.90
Bar Silver	.....25

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
MALWA NEW	.....@ \$900/920
" LAST YEAR	.....@ 900/980
" OLDEST	.....@ 1,020/1,050
PATNA NEW	.....@ 995
BENARES NEW	.....@ 990
PERSIAN (PAPER)	.....Nominal

THE PLAGUE.

During the twenty-four hours ended at noon to-day 16 further cases of bubonic plague, making 654 since January 1st, were reported. Seventeen of the cases were fatal.

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
(SATURDAY), the 16th May, 1903,
at 2.30 P.M.,
at their
SALES ROOMS, No. 8, Des Voeux Road,
Corner of Ice House Street,
AN ASSORTMENT OF
JAPANESE CURIOS,
Comprising:—
SATSUMA and PORCELAIN VASES,
INCENSE BURNERS, BOWLS, CLOISONNE WARE, SILK EMBROIDERIES,
CUT VELVET PICTURES, WOOD CARVINGS, LACQUERED WARE, SILK SHIRTS and HANDKERCHIEFS, KAKE-MONOS, &c., &c.;
Also
2 COTTAGE PIANOS,
One by John Broadwood & Son, London.
AND
One by Collard and Collard, London.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th May, 1903. [585e]

THEATRE ROYAL,
CITY HALL.

TO-MORROW (SATURDAY),
MAY 16TH.
GRAND COMPLIMENTARY BENEFIT
TENDERED TO
MISS FLORENCE ADELAIDE,
The favourite Soubrette and Dancer (late of the Dallas Opera Co.), who has recently recovered from a severe illness.
SPECIAL AND ATTRACTIVE
PROGRAMME.
— FULL PARTICULARS IN TO-MORROW'S PAPERS.

PRICES:
Dress Circle or Stalls, 2s; Pit, 1s.
Hongkong, 15th May, 1903. [584e]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCOW.
THE Company's Steamship

"HAIMUN,"
Captain Mutton, will be despatched for the above Ports, on TUESDAY, the 19th instant, at 10 A.M.
For Freight or Passage apply to
DOUGLAS, LAURIE & CO.,
General Managers.
Hongkong, 15th May, 1903. [586e]

FOR YOKOHAMA AND KOBE.
THE H.A.L. Steamship

"ARAGONIA,"
Captain Forst, will be despatched for the above Ports on MONDAY, the 18th instant, at 5 P.M.
For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 15th May, 1903. [587e]

FROM EMDEN, HAMBURG, PENANG AND SINGAPORE.
THE H.A.L. Steamship

"ARAGONIA,"
Captain Forst, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 15th May, 1903. [588e]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"MORAVIA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 23rd instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd instant will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 15th May, 1903. [571e]

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the EIGHT-
EENTH ORDINARY GENERAL
MEETING of the Company (since its Regis-
tration) will be held at the Offices of the
Company on THURSDAY, the 28th instant,
at ELEVEN o'clock in the forenoon, for the
purpose of receiving the Report of the General
Managers together with a Statement of Ac-
counts to the 31st December, 1902.

The REGISTER of SHARES will be
CLOSED from FRIDAY, the 22nd instant,
until SATURDAY, the 30th instant, Both Days
inclusive, during which period no Transfer of
Shares will be registered.

By Order,

A. H. MANCELL,
Secretary.

Hongkong, 15th May, 1903. [589e]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER HAMBURG-AMERIKA
LLOYD. LINIE.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART,"
of the NORDDEUTSCHER LLOYD,
Captain P. Grosch, due here with the outward
German Mail about TUESDAY, A.M., the 19th
instant, will leave for the above Places 12/24
hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 15th May, 1903. [593e]

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRAPURA,"
FROM PORTLAND (OR.), YOKOHAMA,
KOBE AND MOJI.

THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersignature
and to take immediate delivery of their
goods from alongside.

Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 15th May, 1903. [1266c]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM TACOMA, VICTORIA, VLADI-
VOSTOCK, KOBE, MOJI AND
NAGASAKI.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for countersignature
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 15th May, 1903. [874d]

NOTICE.

THE LEAL SENADO DA CAMARA
OF MACAO, duly authorized, will re-
ceive Tenders for the supply of ELECTRIC
POWER to be used in the Lighting of the
Public Streets of the City of Macao, under the
following Conditions:—

I. The Tenders are to be forwarded, in
sealed covers, addressed to the LEAL
SENADO DA CAMARA, and delivered at the
Secretary's Office of the same Department.

II. The time allowed for the forwarding
of the Tenders is within Six months from
the date of this Notice.

III. The Tenders are to state in Mexi-
can dollars, of local currency, the following
prices:—

With reference to the lighting of the
public streets:—

1st. For each incandescent light of 16
candles, per month \$.....

2nd. For each voltaic arc light of 500
candles, per month \$.....

3rd. For each light of 16 candles, be-
yond the minimum number fixed in the
agreement, per month \$.....

4th. For each voltaic arc light of 500
candles, beyond the minimum number
fixed in the agreement, per month \$.....

With reference to the supply of electric
power for private lighting and for the
lighting of public and municipal buildings.
For each hecto-watt-hour \$.....

IV. The other conditions of agreement
for the concession are those that have been
approved by superior authority and are
open for perusal at Macao in the secretary's
office of the Municipal Council, at Hong-
kong, Shanghai and Kobe (Japan) in the
Consulates of Portugal, and in Lisbon in
the secretary's office in the municipal
council.

Copies of these conditions of agreement
will be forwarded to the parties, who apply
for them.

V. Any tender, unless accompanied by
a deposit of \$500, will not be received.

VI. The tenders will be opened by the
Leal Senado da Camara, in public meeting,
on the 21st October, 1903, at 2 P.M.

VII. The Leal Senado da Camara re-
serves the right not to grant the concession
if the tenders submitted are not found
convenient.

PEDRO NOLASCO DA SILVA,
President of
Leal Senado da Camara.

Macao, 18th April, 1903. [501e]



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses; cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN.

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.
Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite
Hongkong Hotel. [6e]

POWELL'S
SUMMER STOCK
IS
NOW REplete IN ALL DEPARTMENTS.

DRESSMAKING A SPECIALITY.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ANTENOR"	On 18th May.
GLASGOW and LIVERPOOL	"PELEUS"	On 1st June.
GLASGOW and LIVERPOOL	"YANGTSE"	On 4th June.
GLASGOW and LIVERPOOL	"OOPACK"	On 9th June.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 15th June.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 23rd June.
GLASGOW and LIVERPOOL	"ROMETHEUS"	On 27th June.

S.S. "ALCINOUS" has arrived and leaves for Shanghai to-night.
S.S. "ANTENOR" left Singapore 13th inst. a.m. and is due here 18th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*LIVERPOOL via GENOA	"AGAMEMNON"	On 16th May.
LONDON	"PATROCLUS"	On 25th May.
LONDON	"CALCHAS"	On 4th June.
LIVERPOOL via GENOA	"HYSON"	On 12th June.
MARSEILLES, LYON & A'WERE	"ALCINOUS"	On 23rd June.
MARSEILLES, LYON & A'WERE	"ANTENOR"	On 7th July.

S.S. "AGAMEMNON" for Genoa and Liverpool has arrived.
* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TELEMACHUS"	On 17th June.

S.S. "ACHILLES" from Tacoma has arrived.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th May, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"FOOCHOW"	15th May.
SHANGHAI	"YUNNAN"	16th "
SHANGHAI	"WOOSUNG"	18th "
CEBU and ILOILO	"KWEIYANG"	18th "
SAMARANG and SOERABAYA	"HANYANG"	18th "
MANILA	"SUNGKIANG"	20th "
MANILA	"TSINAN"	22nd "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"TSINAN"	22nd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

M.B.—R.D.C. D SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th May, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	Saturday, 16th May, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	Saturday, 23rd May, at 10 A.M.
PERLA	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

[1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF
JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	May 22, 1903.
"INDRASAMHA"	5,197	R. P. Craven	June 14, "
"INDRAVELLI"	4,899	R. E. Craven	July 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	SATURDAY, 16th May.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves	—
FOR FOCHOW*	"ANPING MARU"	J. Goto	WEDNESDAY, 20th May.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	SUNDAY, 24th May.

* VIA SWATOW AND AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

Hongkong, 15th May, 1903.

T. ARIMA, Manager.

[1379c]

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st May, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.Passage Fare, \$4 Single Journey. Meals \$1 each.
The Company's Wharf is West of the Hongkong Harbour Master's Office.SHIU ON S.S. CO., LTD.
Hongkong, 14th March, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG,"
Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 7.30 A.M. SUNDAY including. Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior Cabin Accommodation.
She will not run TO-DAY and TO-MORROW, the 15th and 16th instant.FARES:
1st Class.....\$1.30
2nd ".....70
3rd ".....30Further Particulars may be obtained at the Office of the
WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.

Hongkong, 15th May, 1903.

AMERICAN AND ORIENTAL TRANS-
PORT LINE.STEAM FOR NEW YORK VIA
SUEZ CANAL.

THE Company's Steamship

"HEATHFORD,"
will be despatched on or about 25th May.For Freight, apply to
ARNHOLD, KARBE & CO.,
General Eastern Agents,
for China.

Hongkong, 29th April, 1903.

TOYO KISEN KAISHA

REGULAR SERVICE

BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

E. P. Bishop

3,869

Friday, 22nd May, at 11 A.M.

ROSETTA MARU

N. Tate

3,876

Wednesday, 27th May, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 15th May, 1903.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"OCEANIAN,"
Captain Guignes, will be despatched for the above Ports on or about SATURDAY, the 16th instant.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 12th May, 1903.

FOR KOBE, NAGASAKI AND
VLADIVOSTOK.

Calling at GENSAN.

THE Steamship

"SAVOIA,"
Captain Delmar, will be despatched for the above Ports on SUNDAY, the 24th instant, at Daylight.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 13th May, 1903.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

About

"SAGAMI,"
25th May."CHARLES TIBERGHIEN,"
15th June."MACDUFF,"
15th July.For Freight and further Information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 11th May, 1903.

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.
(With Liberty to call at PHILIPPINE PORTS).

THE "Shire" Line

S.S. "PEMBROKESHIRE"

will be despatched on or about MONDAY, the 18th instant.

The American Asiatic S.S. Co.'s
"NORMAN ISLES,"

will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 11th May, 1903.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.STEAM TO
YOKOHAMA AND KOBE.

THE Company's Steamship

"MORAVIA,"
Captain Gillhuber, will leave for the above places on MONDAY, the 18th instant, P.M.For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.Prince's Buildings.
Hongkong, 9th May, 1903.AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.STEAM FOR
FIUME AND TRIESTE (DIRECT).Calling at SINGAPORE, PENANG, COLOM-
BO, BOMBAY, KARACHI, ADEN,
SUEZ AND PORT SAID.(Taking Cargo at through Rates to the BRAZILS,
to EAST AND SOUTH AFRICA, PERSIAN
GULF, RED SEA, BLACK SEA, LEVANT,
VENICE AND ADRIATIC PORTS.)

THE Company's Steamship

"CHINA,"
Captain Mosca, will be despatched as above on TUESDAY, the 19th instant, P.M.For Information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents.Prince's Buildings.
Hongkong, 12th May, 1903.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above Ports on WEDNESDAY, the 20th instant, at Noon.For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 13th May, 1903.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"
Captain Evans, will be despatched for the above Ports, TO-MORROW, the 16th instant, at 5 P.M.For Freight or Passage, apply to
DOUGLAS, LIPRAIK & Co.,
General Managers.

Hongkong, 14th May, 1903.

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON & ANTWERP.

THE Steamship

"BENMOHR,"
Captain Wallace, will be despatched as above on or about WEDNESDAY, the 3rd June.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th May, 1903.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched for the above Ports, on WEDNESDAY, the 3rd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 15th May, 1903.

WEATHER-FORECASTS AND

STORM-WARNINGS ISSUED

FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the

mast beside the Time-ball at Kowloon Point

for the information of masters of vessels leaving

the port. They do not imply that bad weather

is expected here:—

A DRUM indicates a typhoon to the East-

ward of the Colony, (i.e., in the East

quadrant, N.E. to S.E.)

A BALL indicates a typhoon to the West-

ward of the Colony, (i.e., in the West

quadrant, S.W. to N.W.)

A CONE Point Upwards indicates a typhoon

to the Northward of the Colony, (i.e., in

the North quadrant, N.W. to N.E.)

A CONE Point Downwards indicates a ty-

phoon to the Southward of the Colony,

(i.e., in the South quadrant, S.E. to S.W.)

Red Signals indicate that the centre is believ-

ed to be more than 300 miles away from

the Colony.

Black Signals indicate that the centre is be-

lieved to be less than 300 miles away

from the Colony.

Two lanterns hoisted vertically indicate bad

weather in the Colony and that the wind

is expected to veer.

Two lanterns hoisted horizontally indicate

bad weather in the Colony and that the

wind is expected to back.

The signals are repeated on the flagstaff of

the Godown Company at Kowloon, and also,

by day only, at the Harbour Office and on

H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching

typhoons by means of the Typhoon Gun placed

at the foot of the mast, which is fired whenever

a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Office of the Wharf & Godown Company,

Kowloon.

WEATHER-FORECASTS AND STORM-

WARNINGS are exhibited on the above boards

daily about 11 a.m., and also at other hours

day or night, whenever necessary. Informa-

tion of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL

REGISTER is exhibited at the same places daily

about noon. It contains observations made at

Hongkong and at a number of stations in the

Far East, together with Remarks, Weather-

forecasts, and information regarding the exist-

ence and movements of typhoons based thereon.

THE LAW OF STORMS.

Further information concerning the weather

to be expected while signals are hoisted, and

sailing directions, are given in "The Law of

Storms in the Eastern Seas."

F. G. FLOOD,
Acting Director.

Hongkong, Observatory, 24th July, 1902.</

Hongkong & Whampoa Dock Returns.	
Haiching	at Kowloon Dock.
H.I.C.M.S. Jaguar	"
H.I.C.M.S. Luchs	"
Tayabas	"
Montanes	"
Canton River	"
San Joaquin	"
Loosok	"
Taichow	Cosmopolitan ..
Gaelic	"

Ships Passed The Canal.

Outward—15th April—Rasclba, Tottenham,	
C. F. d. L. d. 15th April—Rasclba, Tottenham,	
Macdon, Aragonia. 21st April—Benlomon,	
Glenck, Ernest Simons. 28th April—Redvers	
Hock n, Indrawadi. 1st May—Trieste, Bam-	
berg, Manila. 5th May—Roon. 8th May—	
Annam, Tamba Maru, Badenia. 12th May—	
Glenck, Yang Tze, Benvenut, Seneca,	
Kish.	

Homeward—15th April—Vindobona. 17th	
April—Ajax. 21st April—Canton, Henschel,	
Nester, Oceanien. 29th April—Stuttgart,	
Kintuck. 1st May—Andalusia. 5th May—	
Candia. 8th May—Onpach, Sachsen, Macduff.	
Arrivals At Home—3rd April—Mannet,	
Uguzur. 6th April—Ceylon. 9th April—	
Wurzburg, Preussen. 15th April—Pyrrhus,	
17th April—Hakata Maru, Dierck. 21st	
April—Dardanus, Austria. 27th April—	
Hanza. 28th April—Gibraltar, Awa Maru,	
Hamburg. 1st May—Glenck. 5th May—	
Macdon, Sydney. 8th May—Prinz Heinrich,	
Malta. 12th May—Formosa. 12th May—In-	
draden, Shimosa, Kam kura Maru.	

Post Office.

A Mail will close for:—

Manila—Per Zafra, 16th inst. 9 A.M.	
Canton—Per Honan, 16th inst. 9.30 A.M.	
Macao—Per Hongkong, 16th inst. 1.15 P.M.	
Shanghai—Per Takung, 16th inst. 3 P.M.	
Shanghai—Per Yunnan, 16th inst. 4 P.M.	
Swatow, Amoy and Tamsui—Per Formosa,	
16th inst. 4 P.M.	
Kumchuk and Samshui—Per Tungkong,	
16th inst. 4 P.M.	
Nampan—Per Tuflee, 16th inst. 5 P.M.	
Swatow, Amoy and Anping—Per Maidzuru	
Maru, 16th inst. 5 P.M.	
Cebu and Iloilo—Per Kweiyang, 18th inst.	
11 A.M.	
Samarang and Soubabaya—Per Hanyang,	
18th inst. 4 P.M.	
Yokohama and Kobe—Per Moravia, 18th	
inst. 4 P.M.	
Shanghai—Per Hongkong, 18th inst. 4 P.M.	
Europe, etc., India via Tuticorin—Per	
Colenden, 18th inst. 4.45 P.M.	
Shanghai, Moji, Kobe, Yokohama, Victoria	
and Seattle—Per Iyo Maru, 19th inst. 11 A.M.	
Straits, Colombo and Bombay—Per China,	
19th inst. 1 P.M.	
Singapore, Penang and Calcutta—Per Light-	
ning, 20th inst. 11 A.M.	
Nagasaki, Kobe and Yokohama—Per Ku-	
mura Maru, 20th inst. 11 A.M.	
Manila—Per Sanguing, 20th inst. 3 P.M.	
For Thursday Island, Townsville, Brisbane,	
Sydney and Melbourne—Per Kasuga Maru,	
20th inst. 3 P.M.	
Macao, Shanghai, Nagasaki, Kobe, Yokohama,	
Honolulu and San Francisco—Per Gaelic, 21st	
inst. 5 P.M.	
Manila, Thursday Island, Cooktown, Cairns,	
Townsville, Brisbane, Sydney, Melbourne—	
Per Taiwan, 22nd inst. 3 P.M.	
Manila—Per Rube, 23rd inst. 9 A.M.	
Moji, Kobe, Yokohama, Victoria, (B.C.) and	
Portland, Or.—Per Indrapura, 23rd inst.	
10 A.M.	
Europe, etc., India via Tuticorin—Per	
Benzel, 23rd inst. 11 A.M.	
Europe, etc., India via Tuticorin—Per	
Zichen, 27th inst. 10.30 A.M.	
Shanghai, Nagasaki, Kobe, Yokohama,	
Victoria, Vancouver, B.C.—Per Athenian, 27th	
inst. 11 A.M.	
Singapore, Penang and Colombo—Per Ma-	
lacca, 29th inst. 11 A.M.	
Shanghai, Nagasaki, Kobe, Yokohama,	
Victoria and Vancouver, B.C.—Per Empress of	
China, 3rd June, 11 A.M.	

VISITORS AT THE HOTELS.

HONGKONG.

Anton, A. S.	Isely, Rev. F.
Barrett, H.	Jameson, Mrs.
Barrett, E. G.	Joseph, Mr. and Mrs.
Begley, E. T.	Judge, Miss
Bissell, E. V.	Katich, E. A.
Black, Mr. and Mrs.	Koch, Dr. & Mrs.
Blair, Miss & maid	Marriott, Dr. A.
Boggan, Mr. & Mrs. R.	Mast, Mr. and Mrs. E.
Bonner, J. E.	McGraw, T. P.
Bonnet, F.	McLean, Mrs. and
Borthwick, Mrs.	2 children
Boutin, L.	McLean, Mrs. M. M.
Brown, W. S.	Mortier, S. F.
Bryan, A.	Murphy, Mr. and Mrs.
Buck, H.	E. O.
Bumpell, A.	Muskel, Miss
Clarke, W. G.	Ollis, Mr. and Mrs.
Colson, J. S.	and
Cuttriss, C.	Page, W. L.
Derbyshire, J. H.	Parfitt, W.
Douglas, Capt. & Mrs.	Parker, R. W.
J.	Potts, W. H.
Downing, T. C.	Putnam, F.
Edwards, F. W.	Rankin, J.
Ellis, Mr. and Mrs. A.	Reid, H. J.
Fisher, H.	Roseveidt, H. L.
Geaton, Miss	Sales, Miss De.
Georg, C.	Skott, C.
Glover, G.	Somerville, G.
Goer, G. B.	Thomas, J. A.
Goyoso, J. L.	Thomson, Dr. J. C.
Gratt, Powell	Watkins, C. A.
Houghton, W. R.	Whitton, Mrs. A. M.
Hill, L. D.	Willson, H.
Hooper, Mr. and Mrs. Woodward, Mrs. J. E.	
Howard, Thos.	2 children & Amah
Hughes, Mrs. and Miss Woolmer, Mr. & Mrs.	

KING EDWARD.

Corbach, Capt. Von	Oshorne, Mrs.
Howard E.	Shelton, Mr. and Mrs.
Kofod, Capt.	Edward
Lacorn, P. H.	Stephens, M. J. D.
Locksmith, Mr. & Mrs.	Nuckan, A.
II, S.	Vaughan, H. S.

CONNAUGHT.

Bell, W. H.	Humphreys, W.
Campbell, Lieut. J. R.	Irvine, Spencer, R.
Colbert, P. D.	Langlands, Capt. P.
Dagnon, L. D.	Leigh Phillips, W. J.
Dempsey, W. A.	Loveland, J. L.
Donald, W. H.	Lockhart, Lieut. and
Evans, Geo. E.	Mrs
Fullaway, C. H.	Marston, Mrs.
Graham, Mr. and Mrs.	Marston, L.
G. F.	Siodart, F.
Hachwood, H.	Thomas, C. B.
Houghton, R.	Tyrwhitt, T.

OCCIDENTAL.

Hansley, Mr. and Mrs.	Lopez, Senor
and family	Pezare, F.
Hay, H.	Pease, T. H.
Fasch, R.	Roberts, W. G.
Gaskin, R. H.	Sheldon, Elliot.
Gerard, Capt.	Smith, John C.
Hickman, Jos.	Vanderpool, Mrs.
Hurst, F.	Wendover Samuel
Key, Dr.	Williams, D.

PEAK.

Allison, A.	Hilbke, F.
Beattie, Dr.	Jeffries, H. U.
Beattie, Andrew	King, R. H.
Penson, A. P. D. Major	Macdonald, Wm. D. D. S.
and Mrs. H. G.	McDermott, A. P. B.
Berkley, H.	Mitchell, Robert
Berner, Gilbert	Norris, R. M.
Brabazon, Ralph A.	H. L.
Brent, H. A. W.	Philpot, Leonard D.
Brown, R. E. C. L. F.	Pollock, E. C. H. E.
Brusse, Col.	Reid, T. H.
Carre, Arthur R.	Rumsey, R. N. Hon. R.
Chapman, Mr. & Mrs.	Murray
A.	Sawyer, Mrs. W. E.
Domnich, W.	Sharp, Ed.
Domnich, A. S. C. Major	Scott, Charles R.
G. A.	Sinclair, A.
Foot, Capt. and Mrs.	Smith, Carl W.
Fuchs, A.	Spalckhaver, W. O. C.
Gibson, Dr. Robert	Tattara, Mr. and Mrs.
Grant, G. C. Lindsay	Tug Nob.
Hogg, Geo.	Thomson, O. D.
Hamilton, Maj. A. B.	Wenborn, S. T.

CRAGIEBURN.

Gaskell, Mr. and Mrs.	Lambelle, Lieut. and
Harvey, Lieut. and	Mrs. F. W.
Mrs. J. S.	Parker, Capt. and Mrs.
Helms, W.	

KOWLOON.

Corning, Mr. and Mrs. Jewell, Frank F.	
D. W.	Nobbs, A. P.

CHINA COAST METEOROLOGICAL REGISTER.

May 13th, 1903, a.m.	
Bar.	Th. Hu. Wind Wr.
Wladivostok 7 a.m.	— — — —
emuro 5 a.m.	30.08 — — —
Hakodate 5 a.m.	30.09 — — —
Kochi 5 a.m.	30.18 — — —
Nagasaki 5 a.m.	30.99 — — —
Kagoshima 5 a.m.	30.79 — — —
Oshima 5 a.m.	30.73 — — —
Naha 5 a.m.	30.77 — — —
Ishigakijima 5 a.m.	30.77 — — —
Taihou 5 a.m.	30.73 — — —
Taichu 5 a.m.	30.73 — — —
Tainan 5 a.m.	30.78 — — —
Koshun 5 a.m.	30.80 — — —
Pescadores 5 a.m.	30.76 — — —
Welhaiwei 7 a.m.	30.87 — — —
Gutlaiwei 7 a.m.	30.87 — — —
Sharp Peak 7 a.m.	30.73 — — —
Amoy 6.30 a.m.	30.78 — — —
Swatow 9 a.m.	30.78 — — —
Canton 10 a.m.	30.82 — — —
Hongkong 10 a.m.	30.82 — — —
Victoria Peak 10 a.m.	30.82 — — —
Gap Rock 10 a.m.	30.82 — — —
Macao 10 a.m.	30.82 — — —
Haiphong 10 a.m.	30.82 — — —
Manila 10 a.m.	30.82 — — —
Bacod 10 a.m.	30.82 — — —
Hollo 10 a.m.	30.82 — — —
Cebu 10 a.m.	30.82 — — —
C. St. James 10 a.m.	30.82 — — —

YESTERDAY'S WEATHER REPORT.	
On date at	On date at
Barometer 29.88	29.82
Temperature 81	82
Humidity 80	88
Rainfall 0.17	—

HONGKONG AVERAGE MARKET PRICES.

Corrected 30th Apr., 100 cts. per \$ Mex.

BUTCHER MEAT

Beef sirloin & prime cut—Mei Lung Pa lb	16
" Corned—Ham Ngau Yuk	17
" Roast—Shiu	17
" Soup, Tong Yuk	17
" Steak—Ngau Yuk	17
" Sausages—Ngau Yuk	17
Bullcock's Brains—Know per set	26
" Tongue fresh—Ngau Li	45
" Corned—Ham Ngau Li	45
" Head—Ngau Li	50
" Heart—Ngau Li	50
" Lump, Salt—Ngau Li	13
" Feet—Ngau Li	13
" Kidneys—Ngau Li	13
" Liver—Ngau Li	13
" Trippe (undressed)—Ngau Li	13
" Calves' Head and Feet—Ngau Li	13
" Mutton Chop—Yeung Pui Kwai	22
" Leg—Yeung Pui Kwai	22
" Shoulder—Yeung Pui Kwai	22
" Pigs' Chitterlings—Chu cheong	7
" Feet—Chi Keok	12
" Fry—Chi Chak	12
" Head—Chi Tau	12
" Heart—Chi Tau	12
" Kidneys—Chi Tau	12
" Liver—Chi Tau	12
" Pork Chop—Chi Pui Kwai	21
" Corned—Ham Chu Yuk	18
" Leg—Chu Pui	18
" Fat or Lard—Chu Yuk	15
" Sheep's Head and Feet—Yeung Tau	50
" Keok—Yeung Tau	50
" Kidneys—Yeung Tau	50
" Liver—Yeung Tau	50
" Sucking Pigs, To Order—Chu Chai	20
" Suet, Beef—Sang Ngau Yuk	18
" Mutton—Sang Ngau Yuk	20
" Veal—Ngau Chai Yuk	16
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	30
Capons, Large, Small—Sin Kai	27
Ducks—A. P.	25
Doves—Pan Kau	20
Eggs, Hen—Kai Tan	20
Fowls, Canton—Kai	25
" Hainan—Hoi Nam Kai	24
Geese—Nga	24
Geese, Wild—Shanghai—Sheung Hoi Ye	24
Ngo	24
Musk Deer—Wong Keng	24
Hare—Tui Chai	24
Partridge—Che Khoo	24
Pheasant—Shan Kai	24

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS
BANKS.			
Hongkong & Shanghai Banking Corporation ...	\$ 125	Div. of £1.10/- and bonus of 10/- @ 1/7 = \$25.26 for half-year ending 31/12/1902.	\$670 s.
National Bank of China, Ltd.	\$ 8	3/11 on A. shares for 1902	\$26 b.
Do. Founders	\$ 1	\$1.90 on B. shares for 1902	\$10
MARINE INSURANCES.			
Union In. Society of C'lon, Ltd.	\$ 100	60 per cent = \$30 per share for 1901	\$530 s.
China Traders' In. Co., Ltd.	\$ 25	16 % = \$1 for year ended 30/4/1902.	\$60 b.
North China In. Co., Ltd.	\$ 25	Interim of £1 for 1902.	Tls. 200
Yangtze In. Association, Ltd.	\$ 60	20 % = \$12 for 1901	\$128 b.
Canton In. Office, Ltd.	\$ 50	28 % = \$14 per share for 1901	\$167 1/2 b.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 1/2 per share for 1901	\$210 b.
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$83 sa.
SHIPPING.			
Hongkong, Canton, & Macao S. S. Co., Ltd.	\$ 15	\$14 for half-year ending 31/12/1902	\$371 b.
Indo-China S. N. Co., Ltd.	\$ 10	Fin. of 12/- making £1 per share for 1901	\$104 s.
China & Manila S. S. Co., Ltd.	\$ 50	10 % for 1900	\$26
Douglas S. S. Co., Ltd.	\$ 50	Div. of \$3 per share for year ended 30/6/1902	\$41 s.
" Star " Ferry Co., Ltd.	\$ 10	\$1.20 = 12 % for year ending 30/4/02	\$27 sa.
" Shell " Transport & Trading Co., Ltd.	\$ 1	2nd Interim of 9d. making 2/- for 1901	£1 6/- b.
Shanghai Tug Boat Co., Ltd.	Tls. 100	Final of 7 % making 20 % for 1902.	Tls. 330 b.
Taku Tug & Lighter Co., Ltd.	Tls. 50	Final of 5 % making 7 % for the year	Tls. 47 s.
Shanghai Cargo B. Co., Ltd.	Tls. 100	Final of 7 % making 13 % for 1902.	Tls. 165 sa.
Co-operative Cargo B. Co., Ltd.	Tls. 100	Final of 7 % making 13 % for 1902.	Tls. 165 sa.
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$108 s.
Luxon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$12 b.
Perak Sugar Cultivation Co., Ltd.	Tls. 50	Fin. of 7 % making 12 % for the year	Tls. 70
MINING.			
Punjom Mining Co., Ltd.	\$ 11	None	\$3
Punjom Mining Preference Shares	\$ 1	None	35 cts. b.
Société Française des Charbonnages du Tonkin	Fr. 250	Int. of Frs. 30 per share for 1901	\$3600
Jelebu Mining & Trading Co., Ltd.	\$ 5	5 % for 1-year end. 31/7/94 (Coupon 9)	\$14 s.
Raub Australian Gold Mining Co., Ltd.	£0.18.10	No. 12 of 1/- per share.	\$10 b.
Chinese Engineering & Mining Co., Ltd.	\$ 1	7 1/2 % = 16 per share (Coupon No. 1)	Tls. 7 1/2 s.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	Div. of 10 % & bonus of 2 % for half-year ending 31/12/02	\$215 s.
S. C. Farham, Boyd & Co., Ltd.	Tls. 100	Interim of Tls. 7	Tls. 187 1/2 s.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Final of 5 1/2 % making \$4 1/2 for 1902	\$91 s.
New Amoy Dock Co., Ltd.	\$ 64	\$2 1/2 for 1901	\$40 b.
Shanghai & Hongkew Wharf & Godown Co., Ltd.	Tls. 100	Final of Tls. 12 making Tls. 18 for 1902	Tls. 295 s.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8 % = 80 cents per share for 1902	\$10 sa.
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Final of \$6 making \$12 for 1902	\$171 b.
K'loon Land & Building Co., Ltd.	\$ 30	\$2.30 per share for 1902	\$40 s.
West Point Building Co., Ltd.	\$ 50	Final of \$1.60 making \$3.10 for 1902	\$51 b.
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for 2nd & 4-year making \$12 for 1902	\$45 b.
Oriente Hotel Co., Ltd. (Manila)	\$ 50	8 % = \$4 for 1-year ending 31.12.1900	\$30
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	15 % for half-year ending 31.12.01	\$29 b.
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	First year	Tls. 17 sa.
Queen's Hotel (Wei-hai-wei)	Tls. 25	First year	Tls. 25 s.
Humphreys Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1902	\$12 b.
Shai Land Investment Co., Ltd.	\$ 50	Final of 6 % making 12 % for 1902	Tls. 110 s.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 10	Interim of 40 cents per share.	\$16 b.
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	3 % for period ended 31.10.97	Tls. 39 s.
International Cotton Manufacturing Co., Ltd.	Tls. 100	Interim of 3 % on account of 1898	Tls. 39 s.
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4 % on acct. of 1898	Tls. 45 s.
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	4 % for period ended 31.12.00	Tls. 160
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.	\$ 500	25 % for year ending 30.6.1900	\$350 s.
Philippine Tobacco Trust Co., Ltd.	\$ 50	None	\$18
Shanghai - Sumatra Tobacco Co., Ltd.	Tls. 20	Final of Tls. 2.60 making Tls. 4.60 for the year	Tls. 38 sa.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12 % = \$1.20 per share for 1902	\$23 b.
Imania-Borneo Co., Ltd.	\$ 12	First year	\$14 s.
S. Watson & Co., Ltd.	\$ 10	Interim of 5 % for 1902	\$11
Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$7 1/2 s.
Hongkong Electric Co., Ltd.	\$ 10	80 cents for year ending 30.4.1902	\$13 1/2 b.
Hongkong Electric Co., Ltd.	\$ 5	40 cents for year ending 30.4.1902	\$7 s.
Hongkong & China Gas Co., Ltd.	\$ 10	10 % div. and 1 % bonus for 1901	\$140 b.
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$10 for 1902	\$122 1/2 b.
29. Fenwick & Co., Ltd.	\$ 25	15 per cent = \$7.75 for 1902	\$50
Hongkong Ice Co., Ltd.	\$ 25	Final of \$1.45 making \$16 for 1902.	\$240 b.
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$18 for year ending 31.11.1902	\$320 s.
Waiy Farm Co., Ltd.	\$ 6	75 cents for year ending 31.7.1902	\$11 b.
Hongkong & China Bakery Co., Ltd.	\$ 50	5 per cent. = \$2 1/2 for 1901	\$40
Hill's Asbestos Eastern Agency, Ltd.	\$ 10	Div. of \$2 1/2 for 1902	\$42 1/2
Agency, Ltd.	£0.12.6		\$3 1/2 b.
Asbestos Oriental Agency, Ltd.	\$ 4	80 cents per share	\$9 1/2 s.
Do. Founders	\$ 10	\$10.80 per share	\$155
Universal Trading Co., Ltd.	\$ 20	Interim of \$1.20 per share	\$23 b.
Hongkong Steam Water-boat Co., Ltd.	\$ 10	Final of 6 % making 12 % for the year	\$13 b.
Light & Power Co., Ltd.	\$ 20	None	\$10 sa.
Robinson Piano Co., Ltd.	\$ 50	5 % = \$2 1/2 for half-year 1901	\$50
Lincoln Investment Co., Ltd.	\$ 50	None	\$15 b.
William Powell, Ltd.	\$ 10	Final of 50 cents making \$1 per share	\$10 s.
Schappell tot Mijn, Bosch en Landbouw exploitatie in Langkat	Guilders 100	Interim Dividend of Tls. 7 1/2 per share	Tls. 305 sa.
Telegraphic Address—"Rialto."		BENJAMIN, KELLY & POTTS, Share Brokers.	
Telephone No. 148, P. O. Box No. 111.		NOTE: —b=buyers, s=sellers, sa=sales.	
BRITISH WARSHIPS ON THE CHINA STATION.			
(15th May.)			
despatch	Kiukiang	Mutine	Singapore
battleship	Wei-hai-wei	Ocean	Hongkong
crucier	Hongkong	Oberon	Shanghai
sloop	en route to Y'ma	Phoenix	Hongkong
crucier	Yokohama	Ramblen	Hongkong
crucier	Japan	Rinaldo	Wei-hai-wei
gunboat	Wei-hai-wei	Robin	Wuchow
gunboat	Wei-hai-wei	Rosario	Hongkong
crucier	Japan	Sandpiper	Hongkong
tug & water	Hongkong	Snipe	Yangtze
crucier	Japan	Spitfire	Hongkong
sloop	Hankow	Taku	Hongkong
crucier	Hongkong	Talbot	Shanghai
destroyer	Hongkong	Tamar	receiving
crucier	Shanghai	Tesla	river g.-b.
destroyer	Wuchow	Thetis	Hongkong
battleship	Wei-hai-wei	Tweed	coast g.-b.
destroyer	Shanghai	Vestal	sloop
destroyer	Hongkong	Waterwitch	survey
store	Wei-hai-wei	Whiting	destroyer
destroyer	Shanghai	Woodcock	river g.-b.
river g.-b.	Yangtze	Woodlark	crucier
river g.-b.	Hongkong		Yangtze
Vice-Admiral Sir Courtenay Blyde R.N. 1421			

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